# 1984 BRITISH COLUMBIA TRAFFIC INCIDENT STATISTICS

Ministry of Transportation and Highways

MOTOR VEHICLE DEPARTMENT

Province of
British Columbia

OFFICE OF THE MINISTER

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Transportation
and Highways

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# FORWARD

This Traffic Incident Statistical Report for the calendar year 1984, has been prepared from incident records of the Superintendent of Motor Vehicles, Motor Vehicle Department, Ministry of Transportation and Highways.

The incident trend in 1984 was similar to that recorded for the year 1983. While all of us who are directly involved in traffic safety issues and programs still have a major role to play in coming years, I am confident that the co-operative approach established by my Government, whereby community organizations work together with the various government agencies, will be effective in reducing the deaths and injuries that occur on our highway system.

The continued application of sound engineering practices, the enforcement of the "rules", and the administration of well designed road safety programs, combined with the initiative displayed by the citizens of this Province, will continue to be the major factor in our efforts to reduce accidents.

I ask all citizens of this fine Province to join me in being committed to improving the safety on our highways regardless of whether they are a driver, cyclist, passenger or pedestrian.

Alex V. Fraser
Minister

## ACKNOWLEDGEMENTS

The Superintendent of Motor Vehicles acknowledges the efforts given by all the staff of the Motor Vehicle Department who are involved in the Driver Improvement and Safety Programs of the Motor Vehicle Department.

A special mention is made to recognize those who compiled and analysed the data under the direction of Ms. Janice Schmidt, Research Officer, who supervised the preparation of this report.

# TRAFFIC INCIDENT SYSTEM

## Overview

The Motor Vehicle Department Traffic Incident System is designed to compile and maintain information on all reportable traffic accidents occurring in the Province of British Columbia (approximately 100,000 per annum).

Traffic incident information is used by the Motor Vehicle Department for compiling statistics to determine accident trends; for support of road user safety and driver improvement programs (both at the provincial and federal level); for monitoring of commerical vehicle incident trends and commercial vehicle safety programs; and for use by management in planning, development of new poliices and programs and monitoring the effectiveness of existing programs.

Data extracted from this system is also used in research by provincial and federal government agencies, the Insurance Corporation of British Columbia, other jurisdictions and by the R.C.M. Police and Municipal Police forces in the development of law enforcement priorities and programs.

## Application Description

Motor vehicle incidents are reportable in British Columbia if they result in personal injury or death or aggregate property damage in excess of $400. A motorist must report an accident to police within 24 hours or occurrence (48 hours in remote communities) who forward a completed Police Investigation Report to the Motor Vehicle Department within ten days for processing.

Reports are screened, microfilmed and input to the database, stored on the host computer at B.C. Systems Corporation in hierarchical (FOCUS) format.

Currently, the system provides for on-line data entry, error correction and change, delete and search routines. Users submit batch edit programs as required and weekly update programs update the database with additions, changes and deletions.

The Traffic Incident System interfaces with the Driver Licencing System. Selected information such as incident type, date of occurrence, location and presence of alcohol involvement is passed to the Driver System to be included on an individual's driving record. Linkage is through the driver's licence number.

## Reporting

The incident data is used to produce a variety of reports. Among these are monthly and quarterly incident and victim statistics; monthly and quarterly Police Data Package reports which provide police with feedback on accident activity in their jurisdiction and assist in the performance of selective law enforcement priorities; and quarterly and annual Engineering Data Package reports to assist in the planning and design of municipal roadways.

Numerous statistics are produced for use in the Ministry's Annual Report as well as the annual Traffic Incident Statistics Report. All reports, including ad hoc reports are generated using FOCUS, a fourth generation analysis and reporting language.

The statistics in this report, extracted May 3, 1985, are for the calendar year 1984. We hope that this publication will increase public awareness of the importance of safe driving practices and lead to improved traffic safety on our highways.

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**MINISTRY OF TRANSPORTATION AND HIGHWAYS**

**MOTOR VEHICLE DEPARTMENT**

**1984 TRAFFIC INCIDENT STATISTICS**

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# SECTION 1

# Summary Statistics

## 1983 - 1984 COMPARATIVE STATISTICS



| SUMMARY STATISTICS | 1983 | 1984 | % CHANGE |
|---|---|---|---|
| **INCIDENTS** | | | |
| PROPERTY DAMAGE ONLY | 78,976 | 75,113 | -5 |
| PERSONAL INJURY | 22,567 | 22,946 | +2 |
| FATAL | 522 | 447 | -14 |
| TOTAL REPORTED INCIDENTS | 102,065 | 98,506 | -3 |
| **VICTIMS** | | | |
| NUMBER OF PERSONS INJURED | 31,855 | 32,407 | +2 |
| NUMBER OF PERSONS KILLED | 607 | 525 | -14 |
| TOTAL VICTIMS | 32,462 | 32,932 | +1 |
| **DRIVERS** | | | |
| LICENCED FEMALE DRIVERS | 935,163 | 977,201 | +4 |
| LICENCED MALE DRIVERS | 1,223,576 | 1,267,103 | +4 |
| TOTAL LICENCED DRIVERS | 2,158,739 | 2,244,304 | +4 |
| **VEHICLES** | | | |
| LICENCED PASSENGER VEHICLES | 1,189,538 | 1,198,503 | +1 |
| LICENCED COMMERCIAL VEHICLES | 448,356 | 442,352 | -1 |
| LICENCED TRAILERS | 195,511 | 161,208 | -18 |
| LICENCED MOTORCYCLES | 36,719 | 33,853 | -8 |
| TOTAL LICENCED VEHICLES (as of Dec. 31) | 1,870,124 | 1,835,916 | -2 |
| **INCIDENT RATES** | | | |
| ESTIMATED B.C. POPULATION | 2,852,000** | 2,870,700* | +1 |
| TOTAL PROVINCIAL TRAVEL (100 MILLION KM DRIVEN) | 197.5 | 196.7 | 0 |
| INCIDENTS PER MILLION KM | 5.2 | 5.0 | -4 |
| FATAL INCIDENTS PER 100 MILLION KM | 2.6 | 2.3 | -12 |
| INCIDENTS PER 100 LICENCED DRIVERS | 4.7 | 4.4 | -6 |
| INCIDENTS PER 100 PEOPLE | 3.6 | 3.4 | -6 |
| INCIDENTS PER 100 LICENCED VEHICLES | 5.5 | 5.4 | -2 |
| FATAL INCIDENTS PER 10,000 LICENCED VEHICLES | 2.8 | 2.4 | -14 |

**Estimated as of March 31, 1984 (Statistics Canada).

* Estimated as of June 1, 1985 (Statistics Canada).

## 1984 SUMMARY INCIDENT FACTS



During 1984, there were 98,506 reportable motor vehicle traffic incidents recorded in British Columbia. This is a decrease of 3% from the total of 102, 065 incidents recorded in 1983. Personal injury incidents increased by 2% while fatal incidents decreased by 14%. Incidents resulting in property damage only were reduced by 5%.

- A motor vehicle accident occurred every 5.3 minutes last year in British Columbia.

- There were 89 persons injured each day and one person killed every 17 hours.

- Of the 32,932 victims injured or killed last year, 19,043 or 58% were male and 13,634 or 41% were female; 255 or 1% victims were unidentified as to sex.

- 20% of all persons injured or killed were between the ages of 16-20; 17% were between the ages of 21-25.

- The highest quarterly volume of incidents (30,295 or 31%) was recorded in the last quarter of the year - October to December.

- The most frequently reported contributing factors to accidents in 1984 were (in order of magnitude) driving without due care, failing to yield the right of way, alcohol influence and weather conditions.

- 44% of the 525 fatal victims last year were drivers; passengers in a motor vehicle represented 27% of the fatalities; passengers were 3 times more likely to be killed in a motor vehicle accident than were motorcyclists and their passengers; pedestrians, who comprised approximately 17% of all fatal victims, were almost 6 times as likely as bicyclists to be killed in an accident last year.

## MOTOR VEHICLE TRAFFIC INCIDENT FREQUENCIES** - 1971 to 1984

| YEAR | TOTAL VEHICLES LICENCED | NUMBER OF INCIDENTS | INCIDENTS PER 1,000 VEHICLES LICENCED | INJURIES | DEATHS | DEATHS PER 10,000 VEHICLES LICENCED | DEATHS PER 100 MILLION KM | FATAL INCIDENTS | FATAL INCIDENTS PER 100 MILLION KM |
|---|---|---|---|---|---|---|---|---|---|
| 1971 | 1,087,992 | 59,745 | 54.9 | 22,340 | 636 | 5.8 | 4.0 | 538 | 3.8 |
| 1972 | 1,164,749 | 59,996 | 51.5 | 23,316 | 716 | 6.1 | 4.3 | 602 | 3.6 |
| 1973 | 1,248,422 | 69,564 | 56.0 | 27,709 | 825 | 6.7 | 4.5 | 698 | 3.8 |
| 1974 | 1,333,891 | 84,445 | 63.3 | 28,699 | 844 | 6.3 | 4.2 | 718 | 3.6 |
| 1975 | 1,349,382 | 85,601 | 63.4 | 25,003 | 717 | 5.3 | 3.5 | 593 | 2.9 |
| 1976 | 1,411,380 | 84,158 | 59.7 | 25,239 | 630 | 4.5 | 3.0 | 541 | 2.6 |
| 1977 | 1,556,262 | 115,046 | 73.9 | 31,942 | 718 | 4.6 | 3.2 | 617 | 2.8 |
| 1978 | 1,682,710 | 112,635 | 66.9 | 33,105 | 640 | 3.8 | 2.7 | 553 | 2.3 |
| 1979 | 1,800,486 | 123,863 | 68.8 | 37,809 | 738 | 4.1 | 2.9 | 628 | 2.5 |
| 1980 | 1,880,382 | 143,577 | 76.3 | 41,500 | 811 | 4.3 | 3.0 | 710 | 2.6 |
| 1981 | 1,809,829 | 127,831* | 70.6 | 44,123 | 859 | 4.7 | 3.2 | 761 | 2.9 |
| 1982 | 1,821,696 | 111,868* | 61.4 | 33,807 | 601 | 3.3 | 2.5 | 524 | 2.2 |
| 1983 | 1,870,124 | 102,065* | 54.6 | 31,855 | 607 | 3.2 | 3.1 | 522 | 2.6 |
| 1984 | 1,835,916 | 98,506* | 53.7 | 32,407 | 525 | 2.9 | 2.7 | 447 | 2.3 |

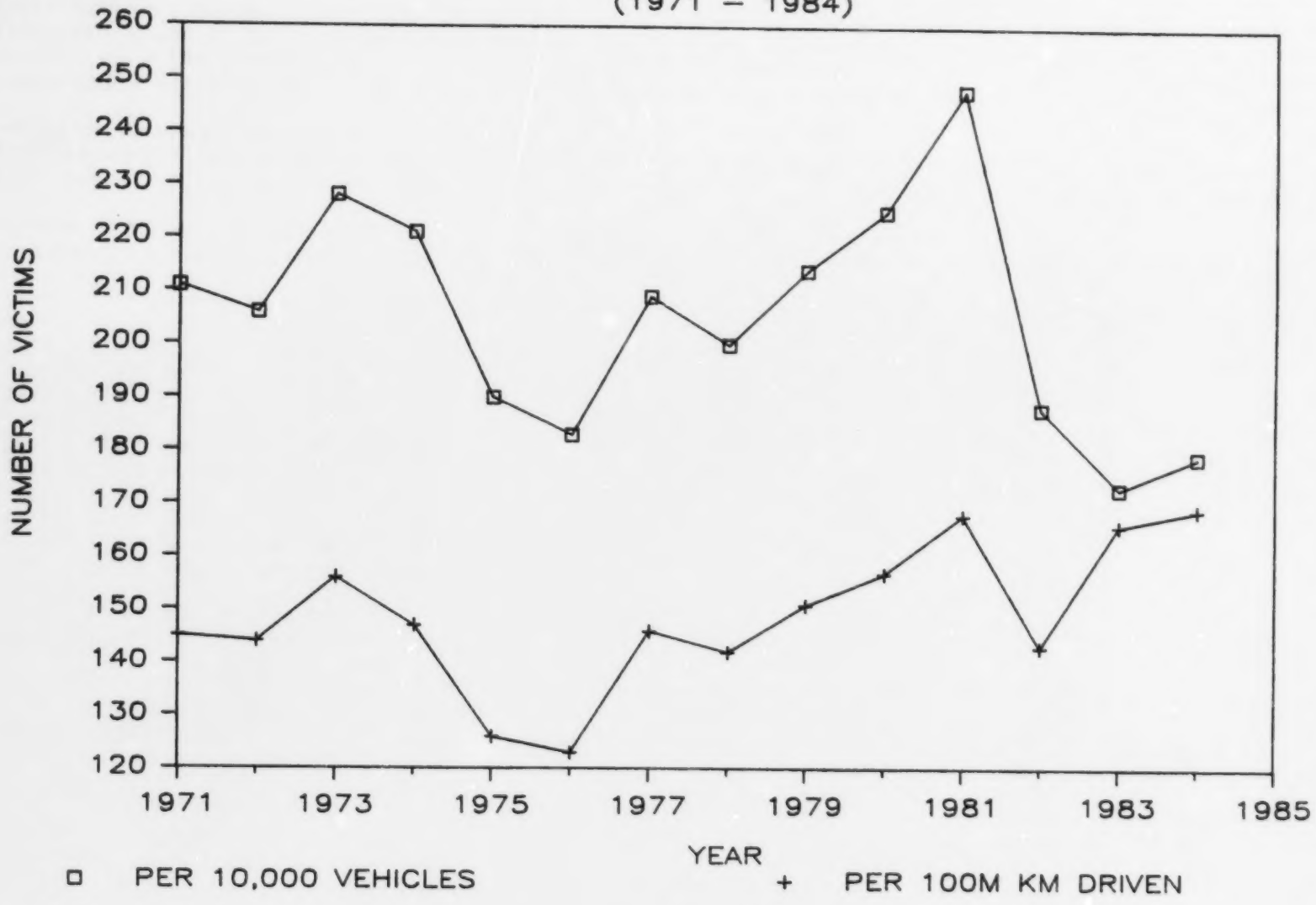
In 1984 there were 447 fatal incidents in which 525 victims were killed. Also, during this year 32,407 victims were injured in 22,946 casualty incidents.

*The number of incidents from 1981 to 1984 cannot be compared to previous years because the reporting level for property damage only incidents was raised January 1, 1981 from $200.00 to $400.00. This has significantly reduced the number of incidents reported since 1981.

**Reportable incidents are those where the aggregate property damage exceeds $400.00 or a person is injured or killed. During 1977 a new Traffic Incident Reporting system was introduced and as a result, a higher number of incidents were reported. Prior to 1977, incident data was obtained from driver completed forms. The new system now obtains data from forms completed by the police. Due to the significant change in the way reports were submitted, a comparison between data previous to 1977 and data collected after January 1, 1977 should not be attempted.

# ANNUAL TRAFFIC INCIDENT CASUALTY RATE

(1971 – 1984)

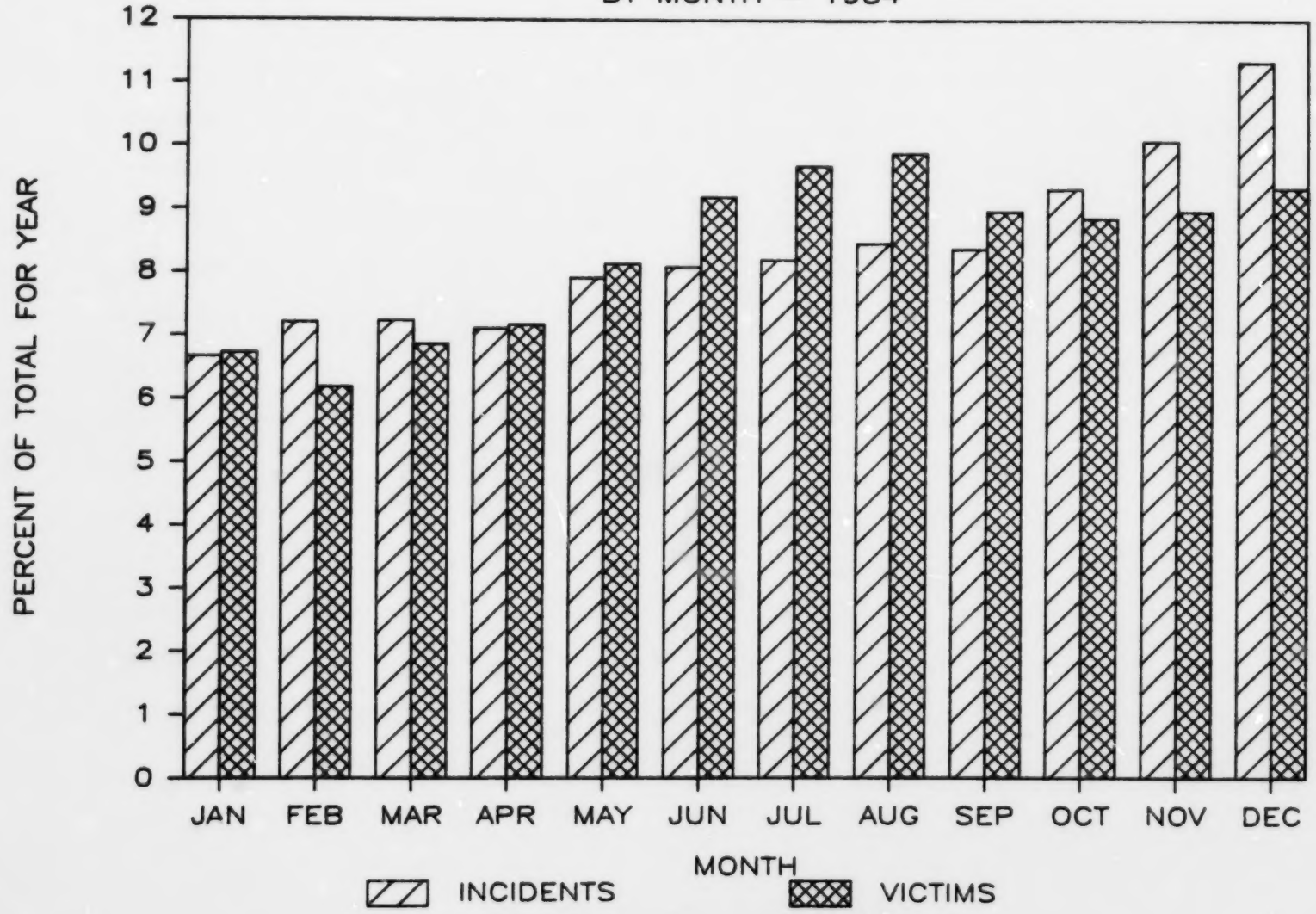


# SECTION 2

# Time of Occurrence

# DISTRIBUTION OF INCIDENTS AND VICTIMS

BY MONTH – 1984



2.1

## 1984 INCIDENTS AND VICTIMS BY MONTH

| MONTH | INCIDENTS | | | | VICTIMS | | |
|---|---|---|---|---|---|---|---|
| | FATAL | INJURY | PROPERTY DAMAGE | TOTAL INCIDENTS | FATAL | INJURY | TOTAL VICTIMS |
| JANUARY | 35 | 1,497 | 5,045 | 6,577 | 41 | 2,177 | 2,218 |
| FEBRUARY | 22 | 1,447 | 5,635 | 7,104 | 27 | 2,012 | 2,039 |
| MARCH | 33 | 1,555 | 5,535 | 7,123 | 37 | 2,224 | 2,261 |
| APRIL | 38 | 1,609 | 5,354 | 7,001 | 41 | 2,318 | 2,359 |
| MAY | 31 | 1,900 | 5,858 | 7,789 | 33 | 2,645 | 2,678 |
| JUNE | 51 | 2,097 | 5,813 | 7,961 | 67 | 2,958 | 3,025 |
| JULY | 44 | 2,224 | 5,807 | 8,075 | 50 | 3,141 | 3,191 |
| AUGUST | 63 | 2,236 | 6,035 | 8,334 | 77 | 3,181 | 3,258 |
| SEPTEMBER | 34 | 2,093 | 6,120 | 8,247 | 38 | 2,914 | 2,952 |
| OCTOBER | 34 | 2,071 | 7,082 | 9,187 | 37 | 2,882 | 2,919 |
| NOVEMBER | 29 | 2,134 | 7,773 | 9,936 | 33 | 2,922 | 2,955 |
| DECEMBER | 33 | 2,083 | 9,056 | 11,172 | 44 | 3,033 | 3,077 |
| TOTAL | 447 | 22,946 | 75,113 | 98,506 | 525 | 32,407 | 32,932 |

## 1984 INCIDENTS BY DAY OF WEEK AND VICTIM AGE



| AGE | DAY OF WEEK | | | | | | | TOTAL |
|---|---|---|---|---|---|---|---|---|
| | SUN. | MON. | TUES. | WED. | THURS. | FRI. | SAT. | |
| 1 | 9 | 12 | 10 | 10 | 17 | 14 | 21 | 93 |
| 2 | 18 | 13 | 12 | 14 | 16 | 17 | 13 | 103 |
| 3 | 9 | 15 | 10 | 26 | 20 | 19 | 29 | 128 |
| 4 | 21 | 15 | 18 | 17 | 14 | 24 | 26 | 135 |
| 5 | 18 | 17 | 23 | 14 | 20 | 26 | 25 | 143 |
| 6 - 10 | 112 | 97 | 99 | 120 | 102 | 151 | 174 | 855 |
| 11 - 15 | 222 | 193 | 211 | 202 | 210 | 292 | 296 | 1,626 |
| 16 | 162 | 98 | 117 | 98 | 120 | 170 | 211 | 976 |
| 17 | 204 | 131 | 127 | 130 | 140 | 217 | 259 | 1,208 |
| 18 | 228 | 141 | 156 | 170 | 174 | 220 | 284 | 1,373 |
| 19 | 251 | 164 | 169 | 200 | 195 | 266 | 300 | 1,545 |
| 20 | 251 | 148 | 213 | 167 | 209 | 247 | 314 | 1,549 |
| 21 - 25 | 944 | 608 | 683 | 676 | 823 | 890 | 1,076 | 5,700 |
| 26 - 30 | 520 | 435 | 529 | 447 | 497 | 650 | 728 | 3,806 |
| 31 - 35 | 350 | 352 | 377 | 378 | 371 | 445 | 481 | 2,754 |
| 36 - 40 | 233 | 237 | 261 | 282 | 303 | 344 | 358 | 2,018 |
| 41 - 45 | 188 | 193 | 204 | 213 | 228 | 211 | 237 | 1,474 |
| 46 - 50 | 141 | 159 | 181 | 152 | 169 | 216 | 186 | 1,204 |
| 51 - 55 | 133 | 119 | 154 | 153 | 161 | 194 | 151 | 1,065 |
| 56 - 60 | 101 | 134 | 132 | 135 | 139 | 158 | 133 | 932 |
| 61 - 65 | 105 | 87 | 117 | 105 | 128 | 141 | 115 | 798 |
| 66 - 70 | 65 | 75 | 75 | 76 | 91 | 90 | 84 | 556 |
| 71 - 75 | 59 | 67 | 56 | 56 | 69 | 81 | 73 | 461 |
| 76 - 80 | 42 | 48 | 44 | 28 | 53 | 43 | 52 | 310 |
| 81 - 85 | 17 | 12 | 12 | 15 | 22 | 23 | 18 | 119 |
| 86 - 90 | 4 | 6 | 12 | 4 | 8 | 5 | 8 | 47 |
| 91 - 95 | 0 | 1 | 3 | 3 | 1 | 0 | 0 | 8 |
| 96 & Over | 2 | 2 | 1 | 5 | 1 | 4 | 1 | 16 |
| Unknown | 288 | 226 | 225 | 257 | 284 | 323 | 327 | 1,930 |
| TOTAL | 4,697 | 3,805 | 4,231 | 4,153 | 4,585 | 5,481 | 5,980 | 32,932 |

# SECTION 3

# Major Contributing Factors

## MAJOR CONTRIBUTING FACTORS

Contributing factors are those circumstances or events that the attending police officer perceives to directly contribute to a traffic incident. The Traffic Investigation Report permits up to three contributing factors or causes to be attributed to each vehicle or driver involved in an incident. These factors are listed in order of importance.

The figures in this set of tables represent only those accidents for which the police have reported a cause and, with the exception of "alcohol", represent only the first identified contributing factor.

In 1984, 68,261 factors were identified as contributing to 98,506 traffic incidents.

## MAJOR CONTRIBUTING FACTORS IN 1984 INCIDENTS

3.1

| CONTRIBUTING FACTORS | PROPERTY DAMAGE | PERSONAL INJURY | FATAL | TOTAL | PERCENT OF TOTAL |
|---|---|---|---|---|---|
| HUMAN ACTION | 30,048 | 13,243 | 189 | 43,480 | 64 |
| ENVIRONMENTAL CONDITION | 8,989 | 2,759 | 53 | 11,801 | 17 |
| HUMAN CONDITION | 6,329 | 4,561 | 225 | 11,115 | 16 |
| VEHICLE CONDITION | 1,269 | 591 | 5 | 1,865 | 3 |
| TOTAL | 46,635 | 21,154 | 472 | 68,261 | 100 |

3.2

## 1984 INCIDENTS WHERE HUMAN CONDITION WAS THE MAJOR CONTRIBUTING FACTOR

| HUMAN FACTORS | PROPERTY DAMAGE | PERSONAL INJURY | FATAL | TOTAL | PERCENT OF TOTAL |
|---|---|---|---|---|---|
| ALCOHOL | 4,438 | 3,441 | 199 | 8,078 | 73 |
| DRIVER INEXPERIENCE | 1,477 | 687 | 9 | 2,173 | 20 |
| FELL ASLEEP | 183 | 204 | 3 | 390 | 3 |
| FATIGUE | 94 | 65 | 4 | 163 | 2 |
| UNCONSCIOUS | 36 | 63 | 1 | 100 | 1 |
| ILLNESS | 40 | 43 | 5 | 88 | 1 |
| ILLEGAL DRUGS | 20 | 18 | 1 | 39 | 0 |
| PHYSICAL DISABILITY | 23 | 14 | 1 | 38 | 0 |
| MEDICATION (LEGAL DRUGS) | 16 | 16 | 0 | 32 | 0 |
| SUICIDE ATTEMPT | 2 | 10 | 2 | 14 | 0 |
| TOTAL | 6,329 | 4,561 | 225 | 11,115 | 100 |

## 1984 INCIDENTS WHERE HUMAN ACTION WAS THE MAJOR CONTRIBUTING FACTOR



| HUMAN ACTION FACTORS | PROPERTY DAMAGE | PERSONAL INJURY | FATAL | TOTAL | PERCENT OF TOTAL |
|---|---|---|---|---|---|
| DRIVING WITHOUT DUE CARE | 8,286 | 4,429 | 61 | 12,776 | 29 |
| FAILING TO YIELD RIGHT OF WAY | 6,153 | 3,222 | 18 | 9,393 | 21 |
| BACKING UNSAFELY | 4,910 | 232 | 3 | 5,145 | 12 |
| DRIVING AT UNSAFE SPEED | 2,789 | 1,472 | 45 | 4,306 | 10 |
| FOLLOWING TOO CLOSELY | 2,619 | 1,395 | 0 | 4,014 | 9 |
| IGNORING TRAFFIC DEVICE | 1,191 | 908 | 7 | 2,106 | 5 |
| IMPROPER TURNING | 1,294 | 360 | 5 | 1,659 | 4 |
| CUTTING IN | 950 | 208 | 0 | 1,158 | 3 |
| IMPROPER PASSING | 682 | 235 | 6 | 923 | 2 |
| DRIVING ON WRONG SIDE | 490 | 342 | 25 | 857 | 2 |
| NO DRIVER | 461 | 39 | 0 | 500 | 1 |
| PEDESTRIAN ERROR/ CONFUSION | 31 | 328 | 19 | 378 | 1 |
| FAILING TO SIGNAL | 181 | 72 | 0 | 253 | 1 |
| FAILING TO STOP FOR PEACE OFFICER | 11 | 1 | 0 | 12 | 0 |
| TOTAL | 30,048 | 13,243 | 189 | 43,480 | 100 |

## 1984 INCIDENTS WHERE ENVIRONMENTAL CONDITION WAS THE MAJOR CONTRIBUTING FACTOR



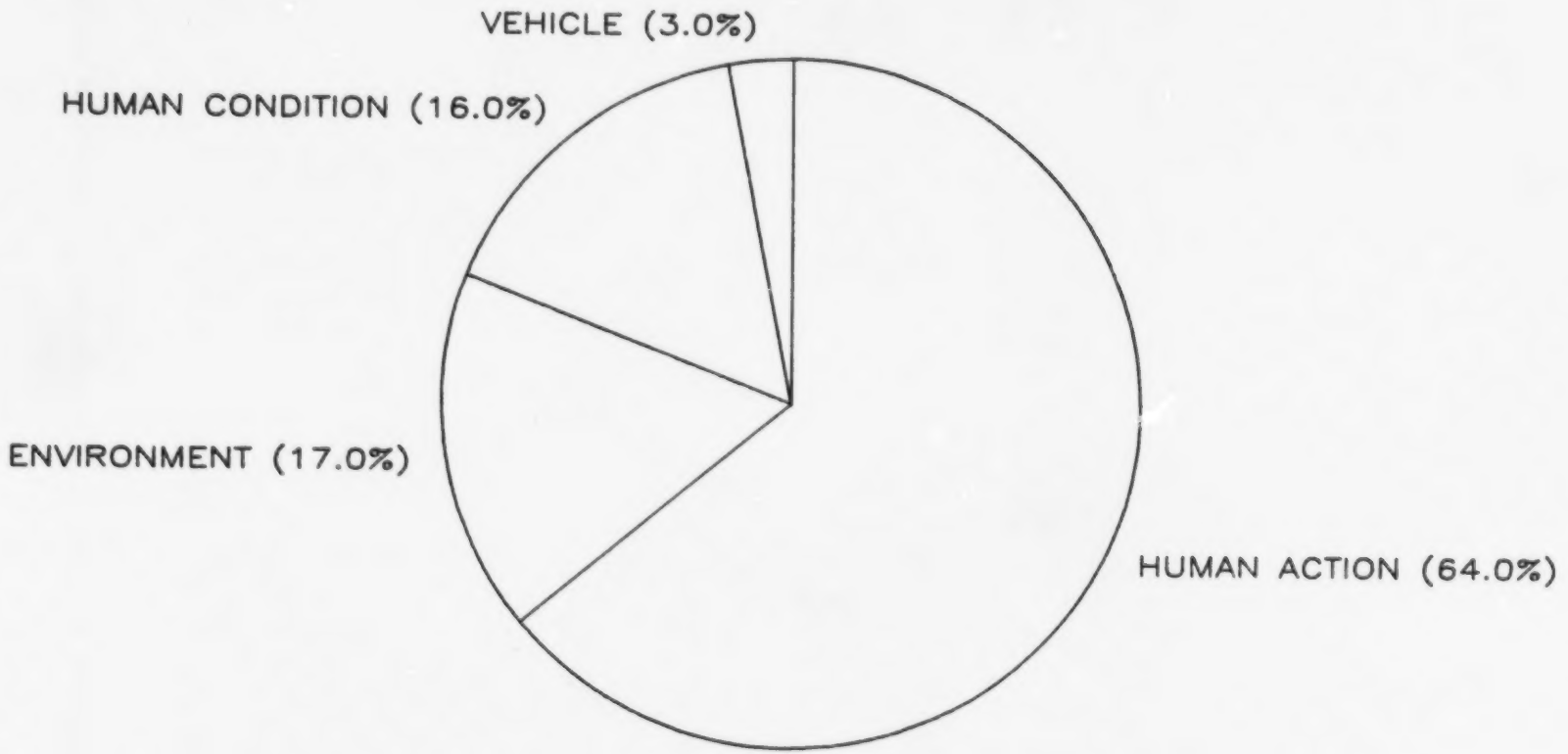
| ENVIRONMENTAL FACTORS | PROPERTY DAMAGE | PERSONAL INJURY | FATAL | TOTAL | PERCENT OF TOTAL |
|---|---|---|---|---|---|
| WEATHER CONDITION | 4,595 | 1,524 | 36 | 6,155 | 52 |
| WILD ANIMAL | 1,929 | 234 | 0 | 2,163 | 18 |
| VISIBILITY IMPAIRED | 763 | 342 | 3 | 1,108 | 9 |
| DOMESTIC ANIMAL | 457 | 144 | 3 | 604 | 5 |
| OBSTRUCTION/DEBRIS | 387 | 158 | 3 | 548 | 5 |
| CONSTRUCTION | 436 | 108 | 1 | 545 | 5 |
| (RESULT OF) DIRECTLY PRECEDING INCIDENT | 153 | 106 | 5 | 264 | 2 |
| PAVEMENT IN POOR CONDITION | 102 | 46 | 0 | 148 | 1 |
| SUNLIGHT GLARE | 116 | 66 | 1 | 183 | 2 |
| ARTIFICIAL GLARE | 39 | 22 | 1 | 62 | 1 |
| SIGN OBSTRUCTION | 12 | 9 | 0 | 21 | 0 |
| TOTAL | 8,989 | 2,759 | 53 | 11,801 | 100 |

## 1984 INCIDENTS WHERE VEHICLE CONDITION WAS THE MAJOR CONTRIBUTING FACTOR

| VEHICLE DEFECT | PROPERTY DAMAGE | PERSONAL INJURY | FATAL | TOTAL | PERCENT OF TOTAL |
|---|---|---|---|---|---|
| BRAKES | 409 | 185 | 1 | 595 | 32 |
| TIRES | 276 | 108 | 3 | 387 | 21 |
| STEERING | 108 | 67 | 0 | 175 | 9 |
| HEADLIGHTS | 58 | 90 | 0 | 148 | 8 |
| ENGINE | 93 | 27 | 1 | 121 | 6 |
| ACCELERATOR | 56 | 28 | 0 | 84 | 5 |
| BRAKE LIGHTS | 46 | 30 | 0 | 76 | 4 |
| TOW HITCH | 63 | 11 | 0 | 74 | 4 |
| TURN SIGNALS | 54 | 18 | 0 | 72 | 4 |
| OVERSIZE VEHICLE | 53 | 2 | 0 | 55 | 3 |
| SUSPENSION | 26 | 14 | 0 | 40 | 2 |
| MODIFIED VEHICLE | 12 | 6 | 0 | 18 | 1 |
| RESTRAINT SYSTEM | 13 | 3 | 0 | 16 | 1 |
| WINDSHIELD | 2 | 2 | 0 | 4 | 0 |
| TOTAL | 1,269 | 591 | 5 | 1,865 | 100 |

# MAJOR CONTRIBUTING FACTORS

## IN MOTOR VEHICLE INCIDENTS – 1984



## MAJOR CONTRIBUTING FACTORS IN 1984 INCIDENTS 3.6

### IN ORDER OF MAGNITUDE

| CONTRIBUTING FACTORS | INCIDENT TYPE | | | TOTAL | PERCENT OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | PERSONAL INJURY | FATAL | | |
| DRIVING WITHOUT DUE CARE | 8,286 | 4,429 | 61 | 12,776 | 19 |
| FAILING TO YIELD RIGHT OF WAY | 6,153 | 3,222 | 18 | 9,393 | 14 |
| ALCOHOL | 4,438 | 3,441 | 199 | 8,078 | 12 |
| WEATHER CONDITION | 4,595 | 1,524 | 36 | 6,155 | 9 |
| BACKING UNSAFELY | 4,910 | 232 | 3 | 5,145 | 7 |
| DRIVING AT UNSAFE SPEED | 2,789 | 1,472 | 45 | 4,306 | 6 |
| FOLLOWING TOO CLOSELY | 2,619 | 1,395 | 0 | 4,014 | 6 |
| DRIVER INEXPERIENCE | 1,477 | 687 | 9 | 2,173 | 4 |
| WILD ANIMAL | 1,929 | 234 | 0 | 2,163 | 3 |
| IGNORING TRAFFIC DEVICE | 1,191 | 908 | 7 | 2,106 | 3 |
| IMPROPER TURNING | 1,294 | 360 | 5 | 1,659 | 2 |
| CUTTING IN | 950 | 208 | 0 | 1,158 | 2 |
| VISIBILITY IMPAIRED | 763 | 342 | 3 | 1,108 | 2 |
| IMPROPER PASSING | 682 | 235 | 6 | 923 | 1 |
| OTHER | 4,559 | 2,465 | 80 | 7,104 | 10 |
| TOTAL | 46,635 | 21,154 | 472 | 68,261 | 100 |

3.7

## MAJOR CONTRIBUTING FACTORS BY DRIVER AGE IN 1984 INCIDENTS

| CONTRIBUTING FACTORS | UNDER 16 | 16 | 17 | 18 | 19 | 20 | 21-25 | 26-30 | 31-40 | 41-50 | 51-60 | 61-70 | OVER 70 | TOTAL | % OF TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DRIVING WITHOUT DUE CARE | 122 | 213 | 573 | 645 | 684 | 690 | 2,270 | 1,351 | 1,833 | 939 | 715 | 593 | 547 | 11,175 | 17 |
| FAILING TO YIELD RIGHT OF WAY | 39 | 75 | 274 | 303 | 332 | 336 | 1,392 | 1,042 | 1,640 | 1,091 | 992 | 887 | 713 | 9,116 | 14 |
| ALCOHOL | 13 | 30 | 118 | 234 | 333 | 441 | 1,726 | 1,135 | 1,265 | 526 | 366 | 143 | 83 | 6,413 | 10 |
| WEATHER CONDITION | 4 | 58 | 154 | 192 | 259 | 242 | 1,065 | 877 | 1,403 | 789 | 571 | 256 | 165 | 6,035 | 9 |
| BACKING UNSAFELY | 10 | 59 | 162 | 172 | 149 | 187 | 696 | 571 | 925 | 558 | 405 | 283 | 252 | 4,429 | 7 |
| FOLLOWING TOO CLOSELY | 1 | 44 | 148 | 183 | 201 | 191 | 769 | 529 | 770 | 436 | 298 | 221 | 143 | 3,934 | 6 |
| UNSAFE SPEED | 22 | 113 | 219 | 273 | 316 | 258 | 953 | 610 | 717 | 330 | 215 | 111 | 41 | 4,178 | 6 |
| DRIVER INEXPERIENCE | 71 | 253 | 354 | 219 | 160 | 130 | 356 | 143 | 222 | 99 | 59 | 43 | 48 | 2,157 | 3 |
| WILD ANIMAL | 0 | 11 | 41 | 49 | 75 | 78 | 387 | 302 | 550 | 337 | 202 | 92 | 31 | 2,155 | 3 |
| IGNORING TRAFFIC CONTROL DEVICE | 23 | 25 | 66 | 81 | 95 | 91 | 317 | 243 | 338 | 195 | 215 | 169 | 137 | 1,995 | 3 |
| IMPROPER TURNING | 8 | 23 | 45 | 73 | 65 | 68 | 250 | 185 | 264 | 171 | 184 | 137 | 117 | 1,590 | 2 |
| IMPAIRED VISIBILITY | 4 | 3 | 30 | 38 | 37 | 50 | 191 | 152 | 251 | 126 | 90 | 68 | 46 | 1,086 | 2 |
| CUTTING IN | 7 | 7 | 23 | 34 | 41 | 41 | 135 | 133 | 203 | 109 | 137 | 89 | 77 | 1,036 | 1 |
| IMPROPER PASSING | 4 | 12 | 28 | 45 | 52 | 55 | 198 | 124 | 161 | 77 | 62 | 34 | 24 | 876 | 1 |
| DRIVING ON WRONG SIDE OF ROAD | 35 | 16 | 30 | 32 | 38 | 38 | 143 | 98 | 126 | 67 | 56 | 29 | 23 | 731 | 1 |
| DEFECTIVE BRAKES | 7 | 7 | 18 | 28 | 17 | 34 | 112 | 81 | 105 | 57 | 30 | 16 | 16 | 528 | 1 |
| DOMESTIC ANIMAL | 1 | 8 | 34 | 26 | 34 | 35 | 114 | 100 | 120 | 63 | 44 | 8 | 9 | 596 | 1 |
| OBSTRUCTION/DEBRIS ON ROAD | 2 | 19 | 18 | 20 | 21 | 26 | 107 | 89 | 102 | 55 | 46 | 32 | 11 | 538 | 1 |
| ROAD MAINTENANCE/ CONSTRUCTION | 0 | 3 | 4 | 17 | 18 | 13 | 99 | 79 | 136 | 84 | 50 | 19 | 10 | 532 | 1 |
| OTHER | 51 | 64 | 185 | 230 | 285 | 313 | 1,336 | 1,090 | 1,639 | 904 | 715 | 392 | 286 | 7,490 | 11 |
| TOTAL | 437 | 1,070 | 2,652 | 3,034 | 3,378 | 3,504 | 13,319 | 9,435 | 13,502 | 7,422 | 5,777 | 3,934 | 2,939 | 70,303 | 100 |

NOTE: THIS REPORT REPRESENTS FACTORS ATTRIBUTED TO DRIVERS ONLY - PEDESTRIANS ARE NOT INCLUDED.

"OTHER" INCLUDES THOSE FACTORS WITH LESS THAN 500 OCCURRENCES, AS WELL AS THOSE UNSPECIFIED FACTORS NOT RECORDED IN REPORTS 3.1 - 3.5.

## MAJOR CONTRIBUTING FACTORS IN 1984 FATAL INCIDENTS



| CONTRIBUTING FACTORS | NUMBER OF FACTORS | PERCENT OF TOTAL |
|---|---|---|
| ALCOHOL | 199 | 38 |
| DRIVING WITHOUT DUE CARE | 61 | 12 |
| UNSAFE SPEED | 54 | 10 |
| WEATHER CONDITION | 36 | 7 |
| FAILING TO YIELD RIGHT OF WAY | 18 | 3 |
| DRIVER INEXPERIENCE | 9 | 2 |
| IGNORING TRAFFIC CONTROL DEVICE | 7 | 1 |
| IMPROPER PASSING | 6 | 1 |
| IMPROPER TURNING | 5 | 0 |
| OTHER | 131 | 25 |
| TOTAL | 526 | 100 |

* 526 FACTORS WERE IDENTIFIED AS CONTRIBUTING TO 447 FATAL TRAFFIC INCIDENTS.

# SECTION 4

## Victims

## 1984 VICTIMS

The number of persons killed during 1984 decreased by 14% from 1983 while the number of persons injured increased by 2%.

Of the 32,932 victims injured or killed last year, 58% were male and 41% female. One percent were unidentified as to sex.

Twenty percent of all persons injured or killed were between the ages of 16 and 20; 17% were between the ages of 21 and 25.

Forty-four percent of the fatal victims in 1984 were drivers; 27% were passengers in a motor vehicle; 17% pedestrians; bicyclists comprised almost 3%; motorcycle drivers and passengers made up 9%.

4.1

## 1984 FATAL VICTIMS BY VICTIM TYPE BY MONTH

| MONTH | DRIVER | PASSENGER | PEDESTRIAN | BICYCLIST | MOTORCYCLE DRIVER | MOTORCYCLE PASSENGER | UNKNOWN/ OTHER | TOTAL |
|---|---|---|---|---|---|---|---|---|
| JANUARY | 16 | 10 | 13 | 0 | 0 | 0 | 2 | 41 |
| FEBRUARY | 11 | 12 | 3 | 0 | 1 | 0 | 0 | 27 |
| MARCH | 19 | 4 | 11 | 1 | 2 | 0 | 0 | 37 |
| APRIL | 18 | 12 | 4 | 4 | 3 | 0 | 0 | 41 |
| MAY | 17 | 4 | 4 | 3 | 5 | 0 | 0 | 33 |
| JUNE | 32 | 20 | 9 | 1 | 4 | 1 | 0 | 67 |
| JULY | 18 | 13 | 7 | 0 | 6 | 4 | 2 | 50 |
| AUGUST | 28 | 22 | 9 | 2 | 13 | 1 | 2 | 77 |
| SEPTEMBER | 20 | 8 | 8 | 1 | 1 | 0 | 0 | 38 |
| OCTOBER | 20 | 9 | 4 | 1 | 3 | 0 | 0 | 37 |
| NOVEMBER | 12 | 12 | 7 | 1 | 1 | 0 | 0 | 33 |
| DECEMBER | 19 | 15 | 10 | 0 | 0 | 0 | 0 | 44 |
| TOTAL | 230 | 141 | 89 | 14 | 39 | 6 | 6 | 525 |

4.2

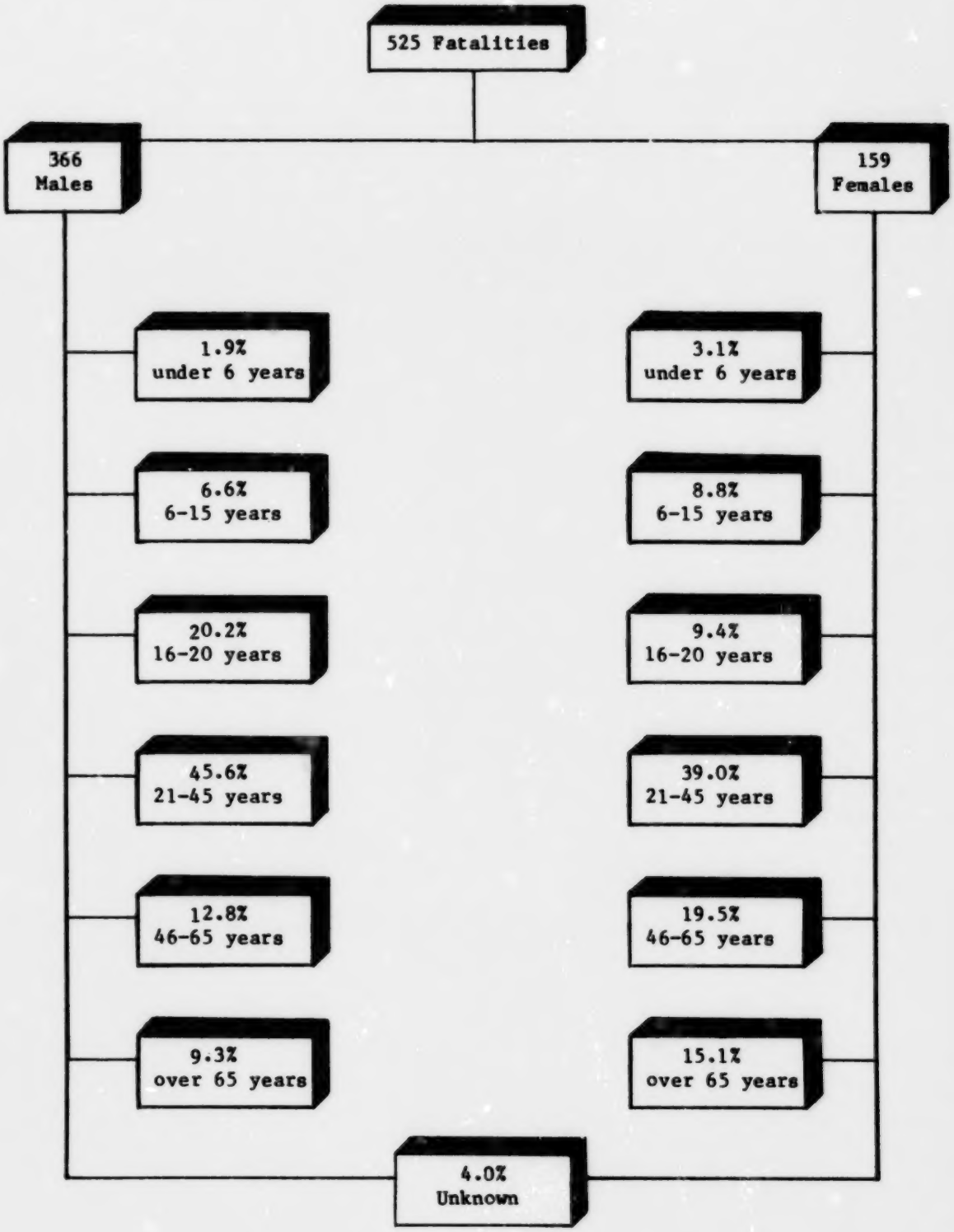
## 1984 INJURY VICTIMS BY VICTIM TYPE BY MONTH

| MONTH | DRIVER | PASSENGER | PEDESTRIAN | BICYCLIST | MOTORCYCLE DRIVER | MOTORCYCLE PASSENGER | UNKNOWN/ OTHER | TOTAL |
|---|---|---|---|---|---|---|---|---|
| JANUARY | 1,146 | 751 | 203 | 49 | 21 | 6 | 1 | 2,177 |
| FEBRUARY | 1,057 | 638 | 179 | 60 | 62 | 9 | 7 | 2,012 |
| MARCH | 1,094 | 739 | 170 | 112 | 89 | 17 | 3 | 2,224 |
| APRIL | 1,111 | 757 | 156 | 147 | 120 | 26 | 1 | 2,318 |
| MAY | 1,283 | 830 | 145 | 151 | 184 | 44 | 8 | 2,645 |
| JUNE | 1,248 | 985 | 170 | 254 | 232 | 55 | 14 | 2,958 |
| JULY | 1,244 | 1,019 | 133 | 353 | 306 | 74 | 12 | 3,141 |
| AUGUST | 1,323 | 1,044 | 134 | 348 | 257 | 66 | 9 | 3,181 |
| SEPTEMBER | 1,426 | 883 | 139 | 232 | 194 | 35 | 5 | 2,914 |
| OCTOBER | 1,497 | 944 | 171 | 152 | 101 | 11 | 6 | 2,882 |
| NOVEMBER | 1,579 | 940 | 249 | 81 | 56 | 10 | 7 | 2,922 |
| DECEMBER | 1,605 | 1,138 | 205 | 42 | 26 | 7 | 9 | 3,033 |
| TOTAL | 15,613 | 10,668 | 2,054 | 1,982 | 1,648 | 360 | 82 | 32,407 |

## 1984 INJURY AND FATALITY VICTIMS BY AGE AND VICTIM TYPE

| VICTIM AGE | DRIVER | PASSENGER | PEDESTRIAN | CYCLIST | MOTORCYCLE DRIVER | MOTORCYCLE PASSENGER | UNKNOWN | OTHER | TOTAL | % OF TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0 | 80 | 1 | 0 | 1 | 0 | 1 | 1 | 84 | 0 |
| 2 | 1 | 83 | 14 | 3 | 0 | 0 | 1 | 1 | 103 | 0 |
| 3 | 3 | 94 | 20 | 8 | 0 | 2 | 1 | 0 | 128 | 0 |
| 4 | 1 | 101 | 24 | 9 | 0 | 0 | 0 | 0 | 135 | 0 |
| 5 | 7 | 94 | 25 | 17 | 0 | 0 | 0 | 0 | 143 | 0 |
| 6-10 | 11 | 471 | 197 | 168 | 3 | 2 | 2 | 1 | 855 | 3 |
| 11-15 | 37 | 875 | 234 | 424 | 24 | 28 | 3 | 1 | 1,626 | 5 |
| 16 | 293 | 477 | 42 | 97 | 49 | 16 | 1 | 1 | 976 | 3 |
| 17 | 475 | 514 | 61 | 73 | 64 | 19 | 2 | 0 | 1,208 | 4 |
| 18 | 631 | 482 | 44 | 74 | 114 | 25 | 2 | 1 | 1,373 | 4 |
| 19 | 737 | 525 | 44 | 88 | 120 | 29 | 1 | 1 | 1,545 | 5 |
| 20 | 734 | 481 | 47 | 109 | 143 | 28 | 5 | 2 | 1,549 | 5 |
| 21-25 | 2,897 | 1,694 | 205 | 330 | 467 | 90 | 12 | 5 | 5,700 | 17 |
| 26-30 | 2,146 | 980 | 165 | 176 | 287 | 46 | 5 | 1 | 3,806 | 12 |
| 31-35 | 1,759 | 603 | 127 | 79 | 162 | 21 | 2 | 1 | 2,754 | 8 |
| 36-40 | 1,304 | 474 | 89 | 47 | 83 | 16 | 1 | 4 | 2,018 | 6 |
| 41-45 | 960 | 376 | 66 | 32 | 30 | 6 | 4 | 0 | 1,474 | 5 |
| 46-50 | 779 | 306 | 72 | 19 | 19 | 4 | 4 | 1 | 1,204 | 4 |
| 51-55 | 695 | 262 | 75 | 14 | 13 | 5 | 1 | 0 | 1,065 | 3 |
| 56-60 | 534 | 292 | 85 | 9 | 10 | 1 | 1 | 0 | 932 | 3 |
| 61-65 | 453 | 254 | 68 | 12 | 7 | 1 | 3 | 0 | 798 | 3 |
| 66-70 | 282 | 208 | 55 | 8 | 2 | 0 | 0 | 1 | 556 | 2 |
| 71-75 | 207 | 172 | 70 | 9 | 3 | 0 | 0 | 0 | 461 | 1 |
| 76-80 | 146 | 96 | 63 | 5 | 0 | 0 | 0 | 0 | 310 | 1 |
| 81-85 | 50 | 37 | 32 | 0 | 0 | 0 | 0 | 0 | 119 | 0 |
| 86-90 | 11 | 19 | 17 | 0 | 0 | 0 | 0 | 0 | 47 | 0 |
| 91-95 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| 96 & over | 3 | 8 | 2 | 2 | 0 | 0 | 1 | 0 | 16 | 0 |
| UNKNOWN | 687 | 747 | 195 | 184 | 86 | 27 | 12 | 1 | 1,939 | 6 |
| TOTAL | 15,843 | 10,809 | 2,143 | 1,996 | 1,687 | 366 | 65 | 23 | 32,982 | 100 |

## 1984 FATALITIES BY VICTIM AGE AND SEX



## 1984 MOTOR VEHICLE INCIDENT FATAL AND INJURY VICTIMS BY AGE



| FATAL VICTIMS | | | | TOTAL |
|---|---|---|---|---|
| AGE | MALE | FEMALE | UNKNOWN | |
| 1 | 1 | 1 | 0 | 2 |
| 2 | 0 | 3 | 0 | 3 |
| 3 | 2 | 0 | 0 | 2 |
| 4 | 2 | 1 | 0 | 3 |
| 5 | 2 | 0 | 0 | 2 |
| 6 - 10 | 11 | 9 | 0 | 20 |
| 11 - 15 | 13 | 5 | 0 | 18 |
| 16 | 9 | 3 | 0 | 12 |
| 17 | 10 | 4 | 0 | 14 |
| 18 | 14 | 1 | 0 | 15 |
| 19 | 25 | 4 | 0 | 29 |
| 20 | 16 | 3 | 0 | 19 |
| 21 - 25 | 56 | 14 | 0 | 70 |
| 26 - 30 | 43 | 16 | 0 | 59 |
| 31 - 35 | 28 | 8 | 0 | 36 |
| 36 - 40 | 25 | 12 | 0 | 37 |
| 41 - 45 | 15 | 12 | 0 | 27 |
| 46 - 50 | 13 | 9 | 0 | 22 |
| 51 - 55 | 10 | 12 | 0 | 22 |
| 56 - 60 | 9 | 5 | 0 | 14 |
| 61 - 65 | 15 | 5 | 0 | 20 |
| 66 - 70 | 7 | 5 | 0 | 12 |
| 71 - 75 | 8 | 7 | 0 | 15 |
| 76 - 80 | 11 | 8 | 0 | 19 |
| 81 - 85 | 5 | 2 | 0 | 7 |
| 86 - 90 | 2 | 1 | 0 | 3 |
| 91 - 95 | 1 | 1 | 0 | 2 |
| 96/Over | 0 | 0 | 0 | 0 |
| Unknown | 13 | 8 | 0 | 21 |
| TOTAL | 366 | 159 | 0 | 525 |

| INJURY VICTIMS | | | TOTAL |
|---|---|---|---|
| MALE | FEMALE | UNKNOWN | |
| 49 | 39 | 3 | 91 |
| 46 | 54 | 0 | 100 |
| 72 | 53 | 1 | 126 |
| 69 | 63 | 0 | 132 |
| 92 | 48 | 1 | 141 |
| 476 | 359 | 0 | 835 |
| 822 | 786 | 0 | 1,608 |
| 550 | 412 | 2 | 964 |
| 720 | 471 | 3 | 1,194 |
| 832 | 524 | 2 | 1,358 |
| 1,013 | 501 | 2 | 1,516 |
| 1,021 | 509 | 0 | 1,530 |
| 3,587 | 2,040 | 3 | 5,630 |
| 2,283 | 1,463 | 1 | 3,747 |
| 1,598 | 1,117 | 3 | 2,718 |
| 1,071 | 909 | 1 | 1,981 |
| 720 | 726 | 1 | 1,447 |
| 641 | 541 | 0 | 1,182 |
| 531 | 511 | 1 | 1,043 |
| 438 | 479 | 1 | 918 |
| 360 | 418 | 0 | 778 |
| 251 | 292 | 1 | 544 |
| 200 | 246 | 0 | 446 |
| 144 | 147 | 0 | 291 |
| 52 | 60 | 0 | 112 |
| 21 | 23 | 0 | 44 |
| 2 | 4 | 0 | 6 |
| 9 | 5 | 2 | 16 |
| 1,007 | 675 | 227 | 1,909 |
| 18,677 | 13,475 | 255 | 32,407 |

NOTE: These figures represent drivers, passengers, motorcyclists, bicyclists and pedestrians.

## VICTIM AGE BY INCIDENT HOUR FOR VICTIMS KILLED IN 1984 INCIDENTS

| INCIDENT HOUR | VICTIM AGE | | | | | | | | | | | | | | | | TOTAL VICT. | % OF TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UNK. | 1-5 | 6-10 | 11-15 | 16 | 17 | 18 | 19 | 20 | 21-25 | 26-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 80+ | |
| mid.- 1 am | 0 | 1 | 0 | 0 | 3 | 0 | 4 | 5 | 2 | 5 | 7 | 4 | 2 | 0 | 2 | 0 | 0 | 35 | 7 |
| 1 am- 2 am | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 6 | 3 | 5 | 4 | 4 | 0 | 1 | 0 | 31 | 6 |
| 2 am- 3 am | 2 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 5 | 6 | 6 | 4 | 1 | 1 | 0 | 1 | 0 | 32 | 6 |
| 3 am- 4 am | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 4 | 5 | 1 | 2 | 2 | 0 | 0 | 0 | 20 | 4 |
| 4 am- 5 am | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 12 | 2 |
| 5 am- 6 am | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 9 | 2 |
| 6 am- 7 am | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 3 | 5 | 0 | 1 | 1 | 0 | 10 | 2 |
| 7 am- 8 am | 3 | 0 | 3 | 1 | 2 | 1 | 1 | 2 | 0 | 2 | 3 | 6 | 2 | 1 | 2 | 1 | 0 | 19 | 4 |
| 8 am- 9 am | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 3 | 0 | 4 | 0 | 3 | 1 | 0 | 1 | 1 | 0 | 22 | 4 |
| 9 am-10 am | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 1 | 6 | 2 | 0 | 14 | 3 |
| 10 am-11 am | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 3 | 0 | 17 | 3 |
| 11 am-noon | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 4 | 4 | 2 | 2 | 2 | 0 | 14 | 3 |
| noon- 1 pm | 1 | 2 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 1 | 2 | 2 | 1 | 3 | 0 | 17 | 3 |
| 1 pm- 2 pm | 0 | 1 | 4 | 1 | 2 | 0 | 0 | 1 | 0 | 4 | 2 | 4 | 2 | 3 | 2 | 2 | 2 | 23 | 4 |
| 2 pm- 3 pm | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 1 | 2 | 2 | 2 | 3 | 4 | 3 | 19 | 4 |
| 3 pm- 4 pm | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 2 | 6 | 4 | 3 | 4 | 3 | 2 | 27 | 5 |
| 4 pm- 5 pm | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 4 | 1 | 0 | 0 | 2 | 1 | 31 | 6 |
| 5 pm- 6 pm | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 4 | 2 | 1 | 2 | 3 | 2 | 4 | 2 | 28 | 5 |
| 6 pm- 7 pm | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 2 | 1 | 5 | 0 | 3 | 0 | 28 | 5 |
| 7 pm- 8 pm | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 4 | 1 | 4 | 2 | 0 | 2 | 1 | 2 | 33 | 6 |
| 8 pm- 9 pm | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 2 | 3 | 1 | 3 | 1 | 4 | 0 | 14 | 3 |
| 9 pm-10 pm | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 4 | 2 | 1 | 1 | 0 | 0 | 20 | 4 |
| 10 pm-11 pm | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 3 | 4 | 2 | 2 | 2 | 2 | 28 | 5 |
| 11 pm-mid. | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 5 | 8 | 3 | 1 | 2 | 1 | 1 | 0 | 22 | 4 |
| TOTAL | 21 | 12 | 20 | 18 | 12 | 14 | 15 | 29 | 19 | 70 | 59 | 73 | 49 | 36 | 32 | 34 | 12 | 525 | 100 |

## VICTIM AGE BY INCIDENT HOUR FOR VICTIMS INJURED IN 1984 INCIDENTS

| INCIDENT HOUR | VICTIM AGE | | | | | | | | | | | | | | | | | TOTAL VICT. | % OF TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UNK. | 1-5 | 6-10 | 11-15 | 16 | 17 | 18 | 19 | 20 | 21-25 | 26-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71-80 | 80+ | | |
| mid.- 1 am | 54 | 4 | 4 | 38 | 45 | 72 | 90 | 84 | 76 | 230 | 143 | 137 | 71 | 22 | 14 | 9 | 4 | 1,097 | 3 |
| 1 am- 2 am | 61 | 1 | 5 | 36 | 39 | 51 | 72 | 90 | 73 | 252 | 141 | 124 | 35 | 24 | 9 | 2 | 0 | 1,015 | 3 |
| 2 am- 3 am | 57 | 2 | 0 | 11 | 26 | 47 | 69 | 89 | 81 | 294 | 134 | 101 | 35 | 12 | 7 | 2 | 0 | 967 | 3 |
| 3 am- 4 am | 35 | 4 | 2 | 7 | 15 | 34 | 43 | 69 | 58 | 196 | 85 | 70 | 18 | 6 | 2 | 2 | 0 | 646 | 2 |
| 4 am- 5 am | 20 | 2 | 1 | 11 | 12 | 19 | 29 | 33 | 34 | 105 | 33 | 28 | 9 | 1 | 6 | 0 | 0 | 343 | 1 |
| 5 am- 6 am | 17 | 1 | 2 | 7 | 9 | 12 | 25 | 23 | 21 | 81 | 39 | 31 | 18 | 8 | 3 | 1 | 0 | 298 | 1 |
| 6 am- 7 am | 29 | 3 | 2 | 12 | 3 | 10 | 19 | 15 | 16 | 91 | 74 | 78 | 43 | 25 | 10 | 4 | 0 | 434 | 1 |
| 7 am- 8 am | 62 | 5 | 4 | 28 | 19 | 19 | 30 | 38 | 44 | 165 | 114 | 173 | 97 | 56 | 26 | 6 | 0 | 886 | 3 |
| 8 am- 9 am | 62 | 20 | 61 | 60 | 30 | 47 | 39 | 42 | 44 | 201 | 157 | 212 | 117 | 81 | 34 | 10 | 4 | 1,221 | 4 |
| 9 am-10 am | 51 | 29 | 24 | 33 | 18 | 20 | 26 | 35 | 30 | 154 | 129 | 184 | 94 | 84 | 56 | 43 | 5 | 1,015 | 3 |
| 10 am-11 am | 65 | 38 | 16 | 32 | 17 | 20 | 31 | 50 | 35 | 147 | 126 | 169 | 113 | 114 | 106 | 56 | 12 | 1,147 | 4 |
| 11 am-noon | 83 | 44 | 25 | 76 | 33 | 38 | 41 | 41 | 43 | 215 | 149 | 223 | 142 | 125 | 110 | 63 | 16 | 1,467 | 4 |
| noon- 1 pm | 106 | 50 | 58 | 78 | 31 | 43 | 61 | 57 | 66 | 235 | 211 | 254 | 175 | 122 | 119 | 59 | 17 | 1,742 | 5 |
| 1 pm- 2 pm | 88 | 48 | 39 | 79 | 32 | 61 | 48 | 71 | 70 | 234 | 186 | 224 | 155 | 115 | 116 | 65 | 18 | 1,649 | 5 |
| 2 pm- 3 pm | 109 | 47 | 55 | 84 | 49 | 49 | 72 | 84 | 84 | 283 | 177 | 254 | 153 | 152 | 97 | 66 | 19 | 1,834 | 6 |
| 3 pm- 4 pm | 138 | 56 | 126 | 200 | 91 | 94 | 71 | 84 | 89 | 354 | 223 | 382 | 230 | 167 | 119 | 79 | 20 | 2,523 | 8 |
| 4 pm- 5 pm | 176 | 49 | 100 | 162 | 85 | 77 | 84 | 105 | 107 | 354 | 288 | 390 | 225 | 178 | 130 | 78 | 12 | 2,600 | 8 |
| 5 pm- 6 pm | 127 | 39 | 78 | 160 | 68 | 68 | 89 | 94 | 119 | 386 | 280 | 365 | 223 | 164 | 115 | 60 | 11 | 2,446 | 7 |
| 6 pm- 7 pm | 112 | 42 | 63 | 110 | 51 | 80 | 77 | 69 | 81 | 332 | 232 | 282 | 170 | 131 | 56 | 45 | 10 | 1,943 | 6 |
| 7 pm- 8 pm | 100 | 34 | 78 | 110 | 64 | 69 | 67 | 62 | 73 | 309 | 204 | 261 | 169 | 106 | 65 | 35 | 13 | 1,819 | 6 |
| 8 pm- 9 pm | 77 | 28 | 41 | 86 | 67 | 77 | 71 | 89 | 85 | 276 | 157 | 218 | 101 | 78 | 39 | 17 | 7 | 1,514 | 5 |
| 9 pm-10 pm | 89 | 18 | 15 | 67 | 49 | 47 | 54 | 62 | 57 | 227 | 152 | 189 | 87 | 72 | 40 | 12 | 3 | 1,240 | 4 |
| 10 pm-11 pm | 89 | 16 | 17 | 60 | 60 | 61 | 68 | 63 | 67 | 236 | 146 | 176 | 66 | 67 | 25 | 16 | 5 | 1,238 | 4 |
| 11 pm-mid. | 91 | 7 | 14 | 48 | 42 | 68 | 76 | 59 | 66 | 250 | 156 | 153 | 74 | 45 | 17 | 7 | 2 | 1,175 | 4 |
| UNKNOWN | 11 | 3 | 5 | 13 | 9 | 11 | 6 | 8 | 11 | 23 | 11 | 21 | 9 | 6 | 1 | 0 | 0 | 148 | 0 |
| TOTAL | 1909 | 590 | 835 | 1608 | 964 | 1194 | 1358 | 1516 | 1530 | 5630 | 3747 | 4699 | 2629 | 1961 | 1322 | 737 | 178 | 32,407 | 100 |

## VICTIMS IN 1984 HOLIDAY WEEKEND INCIDENTS



| HOLIDAY | VICTIM TYPE | | TOTAL VICTIMS | PERCENT OF TOTAL |
|---|---|---|---|---|
| | INJURY | FATAL | | |
| NEW YEAR'S EVE/DAY | 171 | 3 | 174 | 8 |
| EASTER | 324 | 3 | 327 | 14 |
| VICTORIA DAY | 297 | 3 | 300 | 13 |
| CANADA DAY | 338 | 13 | 351 | 15 |
| B. C. DAY | 210 | 9 | 219 | 9 |
| LABOUR DAY | 372 | 8 | 380 | 16 |
| THANKSGIVING | 369 | 7 | 376 | 16 |
| CHRISTMAS | 197 | 2 | 199 | 9 |
| TOTAL | 2,278 | 48 | 2,326 | 100 |

# SECTION 5

# Pedestrians

## 1984 PEDESTRIAN INVOLVED INCIDENTS BY LOCATION AND VICTIM CLASS

| PEDESTRIAN ACTION | AT INTERSECTION | | | BETWEEN INTERSECTIONS | | | UNKNOWN | | | TOTAL INCI-DENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| | FATAL | INJURY | TOTAL | FATAL | INJURY | TOTAL | FATAL | INJURY | TOTAL | |
| NO CROSSWALK, NO SIGNAL | 10 | 220 | 230 | 15 | 316 | 331 | 0 | 8 | 8 | 569 |
| CROSSING AT MARKED CROSSWALK | 7 | 233 | 240 | 2 | 33 | 35 | 1 | 1 | 2 | 277 |
| CROSSING WITH SIGNAL | 3 | 262 | 265 | 0 | 1 | 1 | 0 | 5 | 5 | 271 |
| EMERGING FROM FRONT/BEHIND PARKED VEHICLE | 0 | 12 | 12 | 1 | 102 | 103 | 0 | 3 | 3 | 118 |
| CROSSING AGAINST SIGNAL | 4 | 83 | 87 | 1 | 10 | 11 | 1 | 2 | 3 | 101 |
| WALKING WITH TRAFFIC | 0 | 10 | 10 | 9 | 69 | 78 | 0 | 8 | 8 | 96 |
| PLAYING IN ROADWAY | 0 | 5 | 5 | 1 | 37 | 38 | 0 | 6 | 6 | 49 |
| STANDING ON SIDEWALK | 0 | 16 | 16 | 2 | 27 | 29 | 0 | 2 | 2 | 47 |
| WALKING AGAINST TRAFFIC | 0 | 4 | 4 | 5 | 32 | 37 | 0 | 4 | 4 | 45 |
| ADULT GETTING ON/OFF VEHICLE | 0 | 1 | 1 | 0 | 13 | 13 | 1 | 4 | 5 | 19 |
| WORKING ON VEHICLE | 0 | 1 | 1 | 0 | 9 | 9 | 0 | 4 | 4 | 14 |
| WORKING IN ROADWAY | 1 | 3 | 4 | 1 | 9 | 10 | 0 | 0 | 0 | 14 |
| CHILD GETTING ON/OFF VEHICLE | 0 | 2 | 2 | 0 | 6 | 6 | 0 | 0 | 0 | 8 |
| RIDING/HITCHING ON VEHICLE | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 3 | 3 | 5 |
| UNKNOWN/NOT APPLICABLE | 1 | 46 | 47 | 3 | 47 | 50 | 6 | 149 | 155 | 252 |
| OTHER | 1 | 74 | 75 | 11 | 144 | 155 | 2 | 26 | 28 | 258 |
| TOTAL | 27 | 973 | 1,000 | 51 | 856 | 907 | 11 | 225 | 236 | 2,143 |

# SECTION 6

# Safety Equipment

## 1984 USE OF SAFETY EQUIPMENT

The use of safety equipment by motor vehicle drivers and passengers has been mandatory in British Columbia since 1977. In March 1985, child restraint legislation was passed, making it compulsory for children under the age of six to be carried or seated in an approved child restraint device.

The incidence of seat belt wearing among drivers and passengers involved in accidents appears to be on the increase. Table 6.1 shows that of those drivers and passengers involved in accidents in 1984 who were in equipped vehicles, compliance was approximately 81%. As recently as 1982, this figure was only 70%. Due to the fact that inaccuracies may exist in the driver-reported data obtained from non-attended accidents, actual usage may be somewhat lower than these figures indicate.

There appears to be a greater incidence of restraint use among drivers than among their passengers.

## TYPE OF SAFETY EQUIPMENT USED BY DRIVERS AND PASSENGERS IN 1984 INCIDENTS

6.1

### DRIVERS

| SAFETY EQUIPMENT | PROPERTY DAMAGE | INJURY | FATAL | TOTAL | % |
|---|---|---|---|---|---|
| Harness & Lap | 53,610 | 9,279 | 53 | 62,942 | 62 |
| Lap Belt Only | 13,917 | 2,458 | 18 | 16,393 | 17 |
| Not Used | 4,624 | 2,225 | 126 | 6,975 | 7 |
| None In Vehicle | 1,823 | 2,124 | 31 | 3,978 | 4 |
| Harness Only | 1,178 | 203 | 0 | 1,381 | 1 |
| Helmet | 164 | 690 | 14 | 868 | 1 |
| Air Bag | 20 | 2 | 0 | 22 | 0 |
| Unknown | 7,302 | 1,149 | 29 | 8,480 | 8 |
| Other | 110 | 45 | 2 | 157 | 0 |
| TOTAL | 82,761 | 18,264 | 275 | 101,300 | 100 |

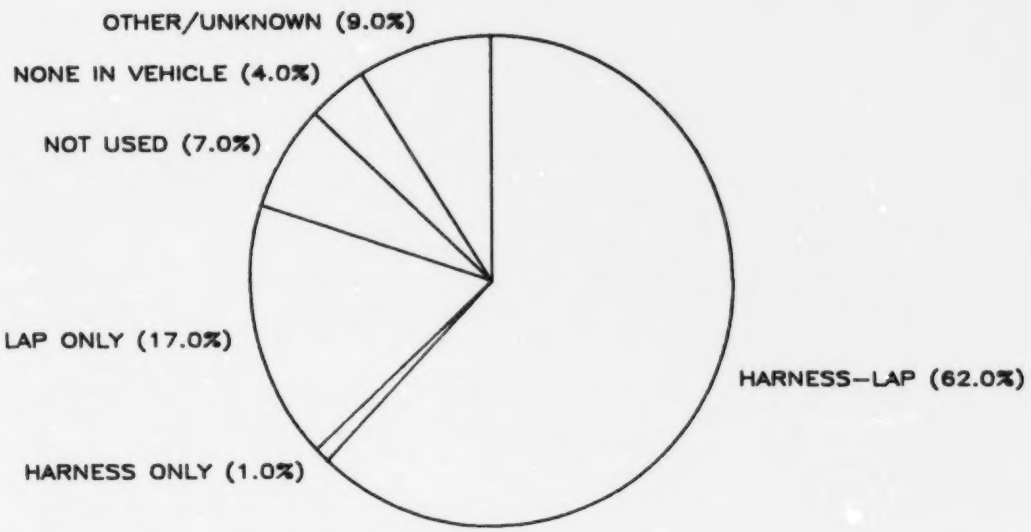
### PASSENGERS

| SAFETY EQUIPMENT | PROPERTY DAMAGE | INJURY | FATAL | TOTAL | % |
|---|---|---|---|---|---|
| Harness & Lap | 18,519 | 4,156 | 73 | 22,748 | 43 |
| Lap Belt Only | 12,140 | 2,375 | 26 | 14,541 | 28 |
| Not Used | 4,220 | 2,536 | 193 | 6,949 | 13 |
| None In Vehicle | 1,468 | 961 | 43 | 2,472 | 5 |
| Child Restraint | 1,191 | 86 | 0 | 1,277 | 3 |
| Harness Only | 493 | 94 | 4 | 591 | 1 |
| Helmet | 44 | 226 | 14 | 284 | 0 |
| Air Bag | 25 | 6 | 2 | 33 | 0 |
| Unknown | 2,887 | 806 | 43 | 3,736 | 7 |
| Other | 83 | 36 | 5 | 124 | 0 |
| TOTAL | 41,082 | 11,346 | 407 | 52,835 | 100 |

# SAFETY EQUIPMENT USED

IN MOTOR VEHICLE INCIDENTS (DRIVERS)

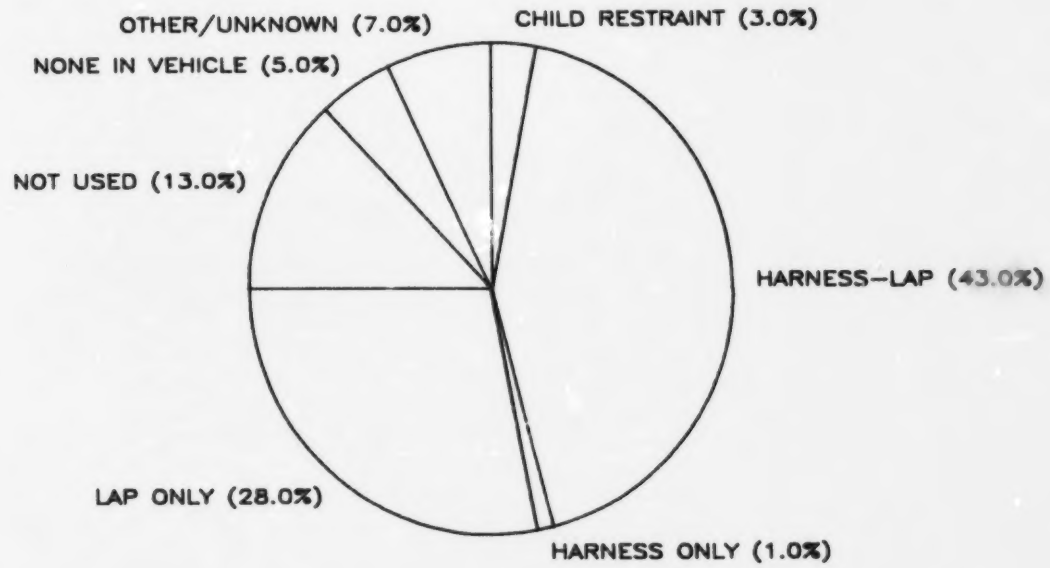
1984




# SAFETY EQUIPMENT USED

IN MOTOR VEHICLE INCIDENTS (PASSENGERS)

1984



# SECTION 7

# Environmental Factors

## 1984 INCIDENTS BY ROAD TYPE 7.1

| ROAD TYPE | INCIDENT TYPE | | | TOTAL INCIDENTS | PERCENT OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| ASPHALT | 52,220 | 21,051 | 408 | 73,679 | 75 |
| GRAVEL | 3,649 | 909 | 25 | 4,583 | 6 |
| EARTH | 400 | 105 | 6 | 511 | 0 |
| CONCRETE | 305 | 119 | 3 | 427 | 0 |
| OILED-GRAVEL | 59 | 25 | 2 | 86 | 0 |
| BRICK/STONE | 15 | 11 | 0 | 26 | 0 |
| UNKNOWN/NOT APPLICABLE | 18,349 | 700 | 1 | 19,050 | 19 |
| OTHER | 116 | 26 | 2 | 144 | 0 |
| TOTAL | 75,113 | 22,946 | 447 | 98,506 | 100 |

## 1984 INCIDENTS BY ROADWAY SURFACE CONDITIONS 7.2

| SURFACE CONDITION | INCIDENT TYPE | | | TOTAL INCIDENTS | PERCENT OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| DRY | 41,615 | 13,623 | 277 | 55,515 | 56 |
| WET | 21,692 | 6,838 | 123 | 28,653 | 30 |
| ICY | 4,992 | 1,272 | 23 | 6,287 | 6 |
| SNOW | 3,894 | 661 | 15 | 4,570 | 5 |
| SLUSH | 956 | 284 | 5 | 1,245 | 1 |
| MUDDY | 181 | 40 | 1 | 222 | 0 |
| UNKNOWN/NOT APPLICABLE | 1,612 | 202 | 2 | 1,816 | 2 |
| OTHER | 171 | 26 | 1 | 198 | 0 |
| TOTAL | 75,113 | 22,946 | 447 | 98,506 | 100 |

## 1984 INCIDENTS BY LIGHTING CONDITIONS 7.3

| LIGHT CONDITION | INCIDENT TYPE | | | TOTAL INCIDENTS | PERCENT OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| DAYLIGHT | 46,637 | 14,008 | 200 | 60,845 | 62 |
| DARK/SOME ARTIFICIAL LIGHT | 10,896 | 3,367 | 72 | 14,335 | 15 |
| DARK/NO ARTIFICIAL LIGHT | 6,040 | 2,455 | 118 | 8,613 | 9 |
| DARK/FULL ARTIFICIAL LIGHT | 6,015 | 1,720 | 22 | 7,757 | 8 |
| DUSK | 2,436 | 863 | 17 | 3,316 | 3 |
| DAWN | 943 | 363 | 9 | 1,315 | 1 |
| UNKNOWN/NOT APPLICABLE | 1,958 | 165 | 8 | 2,131 | 2 |
| OTHER | 188 | 5 | 1 | 194 | 0 |
| TOTAL | 75,113 | 22,946 | 447 | 98,506 | 100 |

## 1984 INCIDENTS BY WEATHER CONDITIONS 7.4

| WEATHER CONDITION | INCIDENT TYPE | | | TOTAL INCIDENTS | PERCENT OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| CLEAR | 36,248 | 10,929 | 219 | 47,396 | 48 |
| CLOUDY | 18,568 | 6,450 | 131 | 25,149 | 26 |
| RAIN | 14,109 | 4,325 | 72 | 18,506 | 19 |
| SNOW/SLEET | 3,539 | 768 | 18 | 4,325 | 4 |
| FOG | 578 | 220 | 4 | 802 | 1 |
| STRONG WIND | 48 | 23 | 0 | 71 | 0 |
| SMOG/SMOKE | 20 | 9 | 0 | 29 | 0 |
| HAIL | 30 | 13 | 0 | 43 | 0 |
| UNKNOWN/NOT APPLICABLE | 1,825 | 204 | 3 | 2,032 | 2 |
| OTHER | 148 | 5 | 0 | 153 | 0 |
| TOTAL | 75,113 | 22,946 | 447 | 98,506 | 100 |

## 1984 INCIDENTS BY LAND USAGE



| LAND USAGE | INCIDENT TYPE | | | TOTAL INCIDENTS | PERCENT OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| BUSINESS/SHOPPING | 20,484 | 6,428 | 65 | 26,977 | 27 |
| FAMILY RESIDENTIAL | 15,530 | 6,603 | 88 | 22,221 | 23 |
| AGRICULTURAL/ UNDEVELOPED | 10,822 | 5,356 | 221 | 16,399 | 17 |
| INDUSTRIAL/ MANUFACTURING | 3,025 | 1,357 | 33 | 4,415 | 4 |
| APARTMENT/ RESIDENTIAL | 2,957 | 1,111 | 11 | 4,079 | 4 |
| PLAYGROUND/SCHOOL | 1,656 | 614 | 5 | 2,275 | 2 |
| RECREATIONAL PARK/ CAMPING | 1,654 | 529 | 18 | 2,201 | 2 |
| UNKNOWN/NOT APPLICABLE | 18,835 | 915 | 3 | 19,753 | 21 |
| OTHER | 150 | 33 | 3 | 186 | 0 |
| TOTAL | 75,113 | 22,946 | 447 | 98,506 | 100 |

# SECTION 8

# Incident Configurations

## 1984 INCIDENTS BY PRIMARY INCIDENT OCCURRENCE



| PRIMARY INCIDENT OCCURRENCE | INCIDENT TYPE | | | TOTAL INCIDENTS | PERCENT OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| REAR END | 11,965 | 4,765 | 18 | 16,748 | 17 |
| RIGHT ANGLE COLLISION | 9,837 | 4,245 | 46 | 14,128 | 14 |
| OFF ROAD - RIGHT | 5,577 | 3,188 | 98 | 8,863 | 9 |
| OFF ROAD - LEFT | 3,605 | 2,105 | 82 | 5,792 | 6 |
| PARKING | 5,279 | 144 | 1 | 5,424 | 6 |
| SIDE SWIPE | 4,253 | 646 | 15 | 4,914 | 5 |
| LEFT TURN -ACROSS ONCOMING TRAFFIC | 2,924 | 1,142 | 9 | 4,075 | 4 |
| PASSING | 2,366 | 464 | 6 | 2,836 | 3 |
| HEAD ON | 1,562 | 920 | 81 | 2,563 | 3 |
| LEFT TURN - HEAD ON | 1,154 | 330 | 2 | 1,486 | 2 |
| LEFT TURN - ONE WAY | 666 | 122 | 1 | 789 | 1 |
| RIGHT TURN - REAR | 544 | 116 | 0 | 660 | 0 |
| OFF HIGHWAY | 429 | 183 | 2 | 614 | 1 |
| RIGHT TURN - HEAD ON | 360 | 108 | 0 | 468 | 0 |
| BRIDGE | 278 | 75 | 3 | 356 | 0 |
| ONE WAY STREET | 211 | 49 | 0 | 260 | 0 |
| UNKNOWN/NOT APPLICABLE | 6,039 | 1,432 | 2 | 7,473 | 8 |
| OTHER | 18,064 | 2,912 | 81 | 21,057 | 21 |
| TOTAL | 75,113 | 22,946 | 447 | 98,506 | 100 |

## 1984 INCIDENTS BY TYPE OF COLLISION



| COLLISION TYPE | INCIDENT TYPE | | | TOTAL INCIDENTS | PERCENT OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| OTHER MOTOR VEHICLE | 58,448 | 11,884 | 142 | 70,474 | 72 |
| RAN OFF ROADWAY | 3,018 | 1,985 | 82 | 5,085 | 6 |
| DITCH | 2,633 | 1,587 | 37 | 4,257 | 4 |
| ANIMAL | 2,240 | 218 | 3 | 2,461 | 3 |
| PEDESTRIAN | 41 | 1,850 | 81 | 1,972 | 2 |
| BICYCLIST | 325 | 1,610 | 12 | 1,947 | 2 |
| MOTORCYCLE | 461 | 859 | 11 | 1,331 | 1 |
| UTILITY SUPPORT POLE | 757 | 405 | 10 | 1,172 | 1 |
| CURBING | 786 | 249 | 6 | 1,041 | 1 |
| TREE | 613 | 303 | 11 | 927 | 1 |
| LIGHT SUPPORT POLE | 607 | 260 | 6 | 873 | 1 |
| OVERTURNED | 408 | 399 | 16 | 823 | 1 |
| BUILDING/WALL | 612 | 100 | 1 | 713 | 1 |
| GUARD RAIL | 463 | 202 | 7 | 672 | 1 |
| FENCE | 545 | 93 | 0 | 638 | 1 |
| SIGN POST | 367 | 81 | 0 | 448 | 0 |
| ROCK FACE/ROCKS ON ROAD | 299 | 113 | 4 | 416 | 0 |
| BRIDGE STRUCTURE | 232 | 83 | 5 | 320 | 0 |
| MEDIAN/ISLAND | 236 | 68 | 1 | 305 | 0 |
| SNOW BANK/DRIFT | 169 | 49 | 0 | 218 | 0 |
| FIRE HYDRANT | 98 | 17 | 0 | 115 | 0 |
| CRASH CUSHION | 64 | 37 | 1 | 102 | 0 |
| TRAIN | 77 | 17 | 4 | 98 | 0 |
| FIRE EXPLOSION | 79 | 5 | 0 | 84 | 0 |
| CULVERT | 36 | 37 | 0 | 73 | 0 |
| STREET CAR/TROLLEY CAR | 52 | 10 | 0 | 62 | 0 |
| SUBMERSION | 14 | 5 | 1 | 20 | 0 |
| ALL TERRAIN VEHICLE | 7 | 6 | 0 | 13 | 0 |
| MOPED | 4 | 4 | 0 | 8 | 0 |
| UNKNOWN/NOT APPLICABLE | 395 | 89 | 3 | 487 | 1 |
| OTHER | 1,027 | 321 | 3 | 1,351 | 1 |
| TOTAL | 75,113 | 22,946 | 447 | 98,506 | 100 |

## 1984 INCIDENTS BY INCIDENT LOCATION



| INCIDENT LOCATION | INCIDENT TYPE | | | TOTAL INCIDENTS | PERCENT OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| BETWEEN INTERSECTIONS | 28,151 | 8,998 | 278 | 37,427 | 39 |
| AT INTERSECTION | 24,512 | 10,008 | 91 | 34,611 | 35 |
| PARKING LOT | 11,296 | 434 | 1 | 11,731 | 13 |
| ROAD/DRIVEWAY INTERSECTION | 4,721 | 1,401 | 18 | 6,140 | 6 |
| OFF HIGHWAY | 2,133 | 729 | 18 | 2,880 | 3 |
| BRIDGE | 1,153 | 482 | 14 | 1,649 | 2 |
| ENTRANCE RAMP | 257 | 104 | 0 | 361 | 0 |
| EXIT RAMP | 220 | 92 | 0 | 312 | 0 |
| RAILROAD CROSSING | 132 | 50 | 6 | 188 | 0 |
| ENTRANCE INTERSECTION | 130 | 50 | 1 | 181 | 0 |
| ENTRANCE LANE | 107 | 37 | 0 | 144 | 0 |
| EXIT INTERSECTION | 100 | 30 | 1 | 131 | 0 |
| TUNNEL | 69 | 24 | 0 | 93 | 0 |
| FERRY OR DOCK | 64 | 16 | 3 | 83 | 0 |
| INDUSTRIAL ROAD | 49 | 11 | 2 | 62 | 0 |
| EXIT LANE | 40 | 17 | 0 | 57 | 0 |
| UNKNOWN/NOT APPLICABLE | 1,396 | 342 | 6 | 1,744 | 2 |
| OTHER | 583 | 121 | 8 | 712 | 0 |
| TOTAL | 75,113 | 22,946 | 447 | 98,506 | 100 |

## 1984 INCIDENT TYPE BY HIGHWAY LOCATION



| HIGHWAY LOCATION | INCIDENT TYPE | | | TOTAL INCIDENTS | % OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| URBAN | 56,948 | 14,328 | 148 | 71,424 | 73 |
| RURAL | 18,129 | 8,610 | 298 | 27,037 | 27 |
| UNKNOWN | 36 | 8 | 1 | 45 | 0 |
| TOTAL | 75,113 | 22,946 | 447 | 98,506 | 100 |

# SECTION 9

# Licenced Drivers

## 1984 LICENCED DRIVERS

Drivers licenced in British Columbia totalled 2,244,304 at the end of 1984. Newly licenced drivers accounted for 76,132 or 3% of this total.

Table 9.1 examines two items: 1) the proportion of a specific age group's involvement in accidents, and, 2) the proportion of drivers within a specific age group who are involved in accidents. It is apparent that certain age groups are over-represented in traffic accidents.

Eighteen year old drivers, for example, made up only 1% of all licenced drivers but accounted for 4% of the total drivers involved in incidents last year.

As well, an unusually high proportion of eighteen year old drivers were involved in incidents - 12% of the total age group population.

Older age categories tend to be more evenly represented in both the driver population as a whole and the population of drivers involved in accidents.

9.1

## COMPARISON OF LICENCED DRIVERS AND DRIVERS INVOLVED IN 1984 INCIDENTS BY AGE

| COMPARISON | AGE | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UNK | UNDER 16 | 16 | 17 | 18 | 19 | 20 | 21-25 | 26-30 | 31-35 | 36-40 | 41-45 |
| LICENCED DRIVERS | 1,421 | 0 | 17,703 | 26,663 | 31,407 | 37,170 | 43,783 | 268,376 | 310,163 | 303,674 | 261,260 | 191,036 |
| PERCENT OF TOTAL DRIVER POPULATION | 0 | 0 | 1 | 1 | 1 | 2 | 2 | 12 | 14 | 13 | 12 | 8 |
| DRIVERS INVOLVED IN INCIDENTS | 1,424 | 625 | 1,252 | 3,261 | 3,879 | 4,340 | 4,572 | 18,309 | 13,906 | 11,402 | 9,451 | 6,788 |
| PERCENT OF TOTAL DRIVERS INVOLVED IN INCIDENTS | 1 | 1 | 1 | 3 | 4 | 4 | 4 | 18 | 14 | 11 | 9 | 7 |
| PERCENT OF AGE GROUP DRIVER POPULATION INVOLVED IN INCIDENTS | 1 | 0 | 7 | 12 | 12 | 12 | 10 | 7 | 5 | 4 | 4 | 3 |

cont'd.....

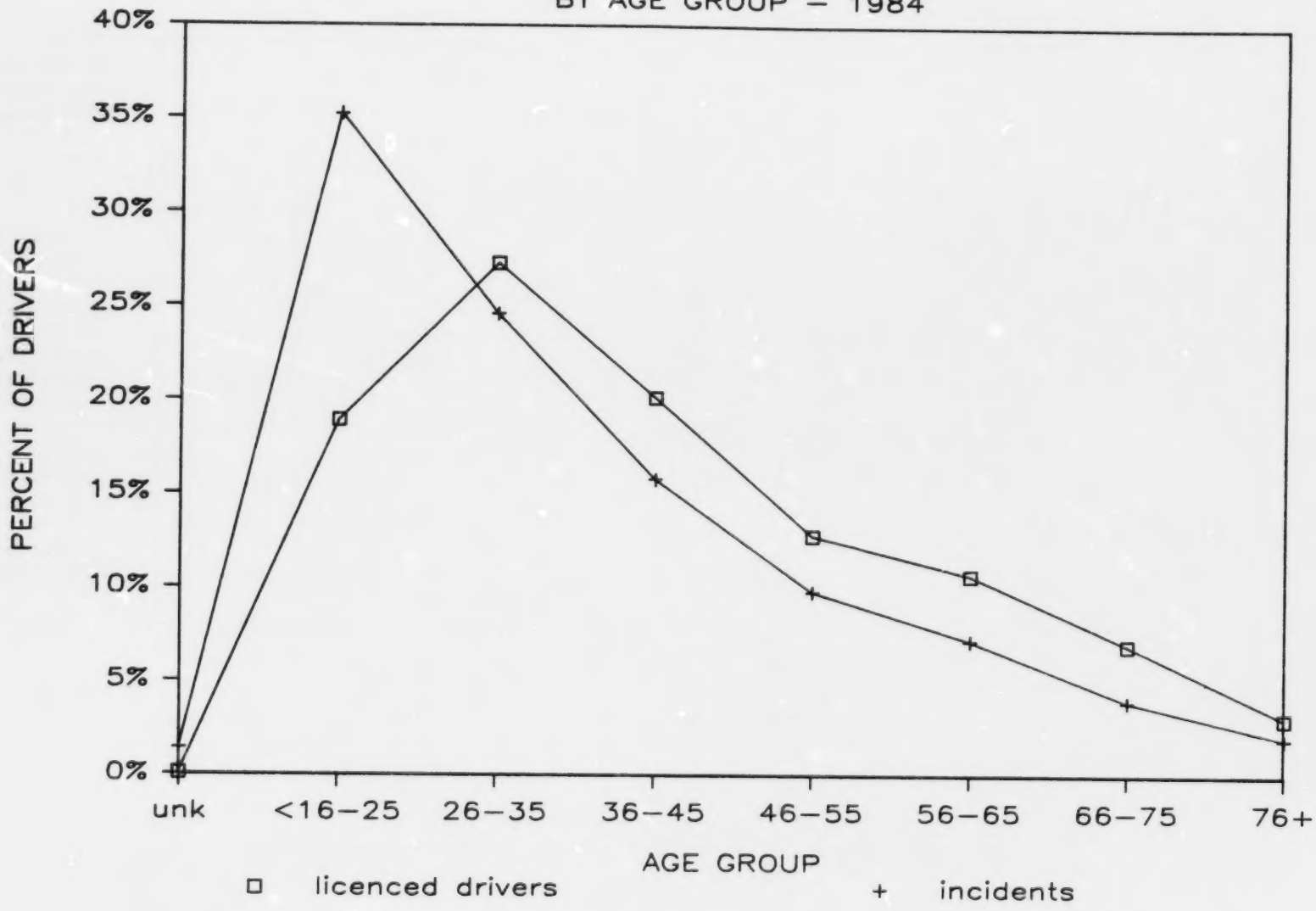
9.1
(Cont'd)

## COMPARISON OF LICENCED DRIVERS AND DRIVERS INVOLVED IN 1984 INCIDENTS BY AGE
CONT'D

| COMPARISON | AGE | | | | | | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| | 46-50 | 51-55 | 56-60 | 61-65 | 66-70 | 71-75 | 76-80 | 81 + | |
| LICENCED DRIVERS | 149,666 | 137,274 | 125,749 | 113,658 | 89,881 | 66,663 | 40,021 | 28,736 | 2,244,304 |
| PERCENT OF TOTAL DRIVER POPULATION | 7 | 6 | 6 | 5 | 4 | 3 | 2 | 1 | 100% |
| DRIVERS INVOLVED IN INCIDENTS | 5,256 | 4,819 | 4,112 | 3,270 | 2,416 | 1,643 | 1,007 | 1,022 | 102,754 |
| PERCENT OF TOTAL DRIVERS INVOLVED IN INCIDENTS | 5 | 5 | 4 | 3 | 2 | 2 | 1 | 1 | 100% |
| PERCENT OF AGE GROUP DRIVER POPULATION INVOLVED IN INCIDENTS | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 5 |

# LICENCED DRIVERS INVOLVED IN INCIDENTS

BY AGE GROUP – 1984



## DRIVER AGE BY SEX BY INCIDENT TYPE IN 1984 INCIDENTS

| | PROPERTY DAMAGE | | | | PERSONAL INJURY | | | | FATAL | | | | TOTAL | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AGE | MALE | FEMALE | UNKWN | TOTAL | MALE | FEMALE | UNKWN | TOTAL | MALE | FEMALE | UNKWN | TOTAL | MALE | FEMALE | UNKWN | TOTAL |
| 1- 5 | 8 | 0 | 0 | 8 | 15 | 4 | 0 | 19 | 1 | 0 | 0 | 1 | 24 | 4 | 0 | 28 |
| 6-10 | 9 | 4 | 0 | 13 | 87 | 24 | 0 | 111 | 1 | 0 | 0 | 1 | 97 | 28 | 0 | 125 |
| 11-15 | 84 | 20 | 1 | 105 | 257 | 106 | 0 | 363 | 4 | 0 | 0 | 4 | 345 | 126 | 1 | 472 |
| 16 | 678 | 205 | 1 | 884 | 273 | 88 | 1 | 362 | 6 | 0 | 0 | 6 | 957 | 293 | 2 | 1,252 |
| 17 | 1,614 | 603 | 11 | 2,228 | 723 | 296 | 3 | 1,022 | 10 | 1 | 0 | 11 | 2,347 | 900 | 14 | 3,261 |
| 18 | 1,960 | 629 | 10 | 2,599 | 937 | 324 | 6 | 1,267 | 9 | 4 | 0 | 13 | 2,906 | 957 | 16 | 3,879 |
| 19 | 2,177 | 721 | 12 | 2,910 | 1,062 | 345 | 4 | 1,411 | 19 | 0 | 0 | 19 | 3,258 | 1,066 | 16 | 4,340 |
| 20 | 2,152 | 751 | 13 | 2,916 | 1,193 | 430 | 4 | 1,627 | 22 | 7 | 0 | 29 | 3,367 | 1,188 | 17 | 4,572 |
| 21-25 | 8,474 | 3,232 | 62 | 11,768 | 4,648 | 1,758 | 23 | 6,429 | 97 | 15 | 0 | 112 | 13,219 | 5,005 | 85 | 18,309 |
| 26-30 | 6,365 | 2,722 | 59 | 9,146 | 3,227 | 1,417 | 13 | 4,657 | 88 | 15 | 0 | 103 | 9,680 | 4,154 | 72 | 13,906 |
| 31-35 | 5,063 | 2,447 | 35 | 7,545 | 2,566 | 1,207 | 10 | 3,783 | 60 | 14 | 0 | 74 | 7,689 | 3,668 | 45 | 11,402 |
| 36-40 | 4,178 | 2,145 | 38 | 6,361 | 1,951 | 1,061 | 12 | 3,024 | 58 | 8 | 0 | 66 | 6,187 | 3,214 | 50 | 9,451 |
| 41-45 | 3,157 | 1,540 | 24 | 4,721 | 1,275 | 735 | 5 | 2,015 | 46 | 6 | 0 | 52 | 4,478 | 2,281 | 29 | 6,788 |
| 46-50 | 2,427 | 1,078 | 23 | 3,528 | 1,151 | 544 | 6 | 1,701 | 19 | 8 | 0 | 27 | 3,597 | 1,630 | 29 | 5,256 |
| 51-55 | 2,346 | 968 | 17 | 3,331 | 1,030 | 424 | 2 | 1,456 | 24 | 8 | 0 | 32 | 3,400 | 1,400 | 19 | 4,819 |
| 56-60 | 2,028 | 767 | 16 | 2,811 | 898 | 380 | 3 | 1,281 | 18 | 2 | 0 | 20 | 2,944 | 1,149 | 19 | 4,112 |
| 61-65 | 1,540 | 677 | 10 | 2,227 | 713 | 312 | 2 | 1,027 | 12 | 4 | 0 | 16 | 2,265 | 993 | 12 | 3,270 |
| 66-70 | 1,160 | 507 | 10 | 1,677 | 506 | 216 | 2 | 724 | 10 | 5 | 0 | 15 | 1,676 | 728 | 12 | 2,416 |
| 71-75 | 836 | 310 | 6 | 1,152 | 348 | 129 | 3 | 480 | 6 | 5 | 0 | 11 | 1,190 | 444 | 9 | 1,643 |
| 76-80 | 533 | 146 | 7 | 686 | 236 | 79 | 2 | 317 | 4 | 0 | 0 | 4 | 773 | 225 | 9 | 1,007 |
| 81-85 | 511 | 158 | 18 | 687 | 242 | 87 | 3 | 332 | 3 | 0 | 0 | 3 | 756 | 245 | 21 | 1,022 |
| OVR 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| UNKNOWN | 687 | 240 | 133 | 1,060 | 240 | 84 | 34 | 358 | 6 | 0 | 0 | 6 | 933 | 324 | 167 | 1,424 |
| TOTAL | 47,987 | 19,870 | 506 | 68,363 | 23,578 | 10,050 | 138 | 33,766 | 523 | 102 | 0 | 625 | 72,088 | 30,022 | 644 | 102,754 |

# SECTION 10

# Vehicles Involved

## NUMBER OF VEHICLES INVOLVED IN INCIDENTS BY MONTH DURING 1984 10.1

| MONTH | PROPERTY DAMAGE ONLY | INJURY | FATAL | TOTAL |
|---|---|---|---|---|
| JANUARY | 9,295 | 2,535 | 52 | 11,890 |
| FEBRUARY | 10,398 | 2,447 | 36 | 12,889 |
| MARCH | 10,425 | 2,682 | 50 | 13,165 |
| APRIL | 10,008 | 2,751 | 59 | 12,818 |
| MAY | 10,935 | 3,313 | 51 | 14,299 |
| JUNE | 10,829 | 3,609 | 75 | 14,513 |
| JULY | 10,750 | 3,824 | 55 | 14,629 |
| AUGUST | 11,213 | 3,942 | 89 | 15,244 |
| SEPTEMBER | 11,454 | 3,699 | 44 | 15,197 |
| OCTOBER | 13,098 | 3,601 | 53 | 16,752 |
| NOVEMBER | 14,284 | 3,695 | 45 | 18,024 |
| DECEMBER | 16,643 | 3,648 | 73 | 20,364 |
| TOTAL | 139,332 | 39,770 | 682 | 179,784 |

## NUMBER OF VEHICLES INVOLVED IN INCIDENTS BY VEHICLE TYPE DURING 1984



| VEHICLE TYPE | PROPERTY DAMAGE | INJURY | FATAL | TOTAL | % |
|---|---|---|---|---|---|
| PASSENGER CAR | 97,762 | 27,545 | 357 | 125,664 | 71 |
| CAR AND TRAILER | 582 | 157 | 5 | 744 | 1 |
| SINGLE UNIT TRUCK, LIGHT | 21,670 | 5,632 | 143 | 27,445 | 15 |
| *SINGLE UNIT TRUCK, HEAVY | 1,695 | 453 | 28 | 2,176 | 2 |
| *HEAVY TRUCK/TRAILER | 455 | 109 | 4 | 568 | 0 |
| *TRACTOR TRAILER | 1,097 | 308 | 37 | 1,442 | 1 |
| *TRACTOR TRAILER AND PUP | 208 | 88 | 9 | 305 | 0 |
| LOGGING TRUCK & POLE TRAILER | 63 | 23 | 0 | 86 | 0 |
| SCHOOL BUS | 114 | 34 | 2 | 150 | 0 |
| PUBLIC BUS | 338 | 125 | 2 | 465 | 0 |
| MOTORCYCLE | 699 | 1,963 | 50 | 2,712 | 2 |
| MOPED | 6 | 28 | 1 | 35 | 0 |
| BICYCLE | 370 | 1,997 | 17 | 2,384 | 1 |
| CAMPER | 1,375 | 384 | 4 | 1,763 | 1 |
| CAMPER/TRAILER | 121 | 40 | 1 | 162 | 0 |
| MOTOR HOME | 464 | 139 | 4 | 607 | 0 |
| MOTOR HOME/TRAILER | 125 | 21 | 0 | 146 | 0 |
| TRAILER ONLY | 99 | 24 | 1 | 124 | 0 |
| ATV FOUR WHEEL DRIVE | 990 | 224 | 3 | 1,217 | 1 |
| SNOWMOBILE | 3 | 5 | 1 | 9 | 0 |
| DUNE BUGGY | 5 | 5 | 0 | 10 | 0 |
| TRAIL BIKE | 1 | 10 | 1 | 12 | 0 |
| MINI BIKE | 0 | 2 | 0 | 2 | 0 |
| SWAMP BUGGY | 0 | 2 | 0 | 2 | 0 |
| FARM VEHICLES | 20 | 17 | 2 | 39 | 0 |
| ROAD/GENERAL CONSTRUCTION VEHICLES | 129 | 21 | 3 | 153 | 0 |
| SPECIAL VEHICLES | 5 | 2 | 0 | 7 | 0 |
| UNIDENTIFIED VEHICLES | 10,580 | 325 | 4 | 10,909 | 6 |
| TOTAL | 139,332 | 39,770 | 682 | 179,784 | 100 |

*These vehicles are defined as weighing 10,900 kg or over.

## NUMBER OF VEHICLES INVOLVED IN 1984 INCIDENTS BY VEHICLE USE



| VEHICLE USE | INCIDENT TYPE | | | TOTAL VEHICLES | % OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| PERSONAL | 71,496 | 32,159 | 534 | 104,189 | 59 |
| NOT IN USE | 13,755 | 1,303 | 13 | 15,071 | 9 |
| BUSINESS/COMMERCIAL | 9,459 | 3,144 | 113 | 12,716 | 7 |
| RECREATIONAL | 452 | 321 | 4 | 777 | 0 |
| GOVERNMENT VEHICLE | 405 | 126 | 4 | 535 | 0 |
| TAXI | 301 | 181 | 1 | 483 | 0 |
| EMERGENCY VEHICLE | 183 | 80 | 3 | 266 | 0 |
| FARM USE | 148 | 43 | 3 | 194 | 0 |
| MILITARY VEHICLE | 47 | 10 | 1 | 58 | 0 |
| DANGEROUS GOODS - EXPLOSIVES | 14 | 4 | 1 | 19 | 0 |
| DRIVER TRAINING SCHOOL | 12 | 4 | 0 | 16 | 0 |
| UNKNOWN/NOT APPLICABLE | 42,853 | 2,354 | 3 | 45,206 | 25 |
| OTHER | 207 | 41 | 2 | 250 | 0 |
| TOTAL | 139,332 | 39,770 | 682 | 179,784 | 100 |

# SECTION 11

# Alcohol Related Incidents

## 1984 ALCOHOL RELATED INCIDENTS

"Alcohol related incidents" as presented in these reports are those incidents where alcohol involvement was judged to be one of the major contributing factor to the incident. This is a judgement made by an attending police officer in most cases and does not rely upon breathalyzer tests, toxicology reports or other formal measures of alcohol presence. It also is not an indication of charges laid in connection to alcohol involvement.

Of the drivers involved in incidents last year, the highest proportion of drivers with alcohol factors, 11.4%, was found in the 21-25 year old age group. The second highest proportion, 8.4%, was found in the 16-20 year old age group.

## 1984 ALCOHOL RELATED INCIDENTS BY DAY OF WEEK AND INCIDENT HOUR 11.1

### FATAL INCIDENTS ONLY

| INCIDENT HOUR | DAY OF WEEK | | | | | | | TOTAL | % OF TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| | SUN | MON | TUES | WED | THURS | FRI | SAT | | |
| mid. - 1 am | 5 | 1 | 2 | 1 | 2 | 3 | 9 | 23 | 12 |
| 1 am - 2 am | 8 | 0 | 1 | 0 | 1 | 1 | 4 | 15 | 9 |
| 2 am - 3 am | 7 | 0 | 0 | 0 | 3 | 3 | 7 | 20 | 11 |
| 3 am - 4 am | 2 | 1 | 0 | 2 | 0 | 2 | 2 | 9 | 5 |
| 4 am - 5 am | 3 | 0 | 1 | 2 | 1 | 1 | 2 | 10 | 5 |
| 5 am - 6 am | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 5 | 3 |
| 6 am - 7 am | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 2 |
| 7 am - 8 am | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 2 |
| 8 am - 9 am | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 2 |
| 9 am - 10 am | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 |
| 10 am - 11 am | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 11 am - noon | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| noon - 1 pm | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 3 | 2 |
| 1 pm - 2 pm | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 4 | 2 |
| 2 pm - 3 pm | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 3 pm - 4 pm | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 |
| 4 pm - 5 pm | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 5 | 3 |
| 5 pm - 6 pm | 2 | 1 | 0 | 2 | 1 | 1 | 2 | 9 | 5 |
| 6 pm - 7 pm | 3 | 3 | 2 | 0 | 1 | 1 | 3 | 13 | 7 |
| 7 pm - 8 pm | 1 | 2 | 1 | 1 | 2 | 0 | 6 | 13 | 7 |
| 8 pm - 9 pm | 2 | 1 | 0 | 1 | 0 | 2 | 2 | 8 | 4 |
| 9 pm - 10 pm | 1 | 2 | 2 | 2 | 0 | 0 | 1 | 8 | 4 |
| 10 pm - 11 pm | 2 | 4 | 1 | 0 | 1 | 4 | 4 | 16 | 9 |
| 11 pm - mid. | 1 | 0 | 2 | 1 | 2 | 1 | 1 | 8 | 4 |
| UNKNOWN/NONE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 43 | 18 | 13 | 13 | 20 | 21 | 58 | 186 | 100 |

## 1984 ALCOHOL RELATED INCIDENTS BY DAY OF WEEK AND INCIDENT HOUR



### PERSONAL INJURY INCIDENTS ONLY

| INCIDENT HOUR | DAY OF WEEK | | | | | | | TOTAL | % OF TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| | SUN | MON | TUES | WED | THURS | FRI | SAT | | |
| mid. - 1 am | 60 | 13 | 36 | 26 | 28 | 49 | 99 | 311 | 9 |
| 1 am - 2 am | 104 | 9 | 26 | 28 | 37 | 29 | 94 | 327 | 10 |
| 2 am - 3 am | 97 | 7 | 27 | 23 | 48 | 35 | 113 | 350 | 10 |
| 3 am - 4 am | 62 | 5 | 18 | 15 | 15 | 21 | 83 | 219 | 6 |
| 4 am - 5 am | 38 | 0 | 5 | 8 | 7 | 19 | 30 | 107 | 3 |
| 5 am - 6 am | 24 | 1 | 4 | 8 | 4 | 4 | 25 | 70 | 2 |
| 6 am - 7 am | 13 | 0 | 3 | 4 | 3 | 6 | 26 | 55 | 2 |
| 7 am - 8 am | 10 | 0 | 5 | 5 | 4 | 3 | 9 | 36 | 1 |
| 8 am - 9 am | 4 | 2 | 4 | 1 | 0 | 3 | 10 | 34 | 1 |
| 9 am - 10 am | 9 | 0 | 5 | 0 | 5 | 2 | 9 | 30 | 1 |
| 10 am - 11 am | 8 | 1 | 3 | 3 | 4 | 1 | 9 | 29 | 1 |
| 11 am - noon | 3 | 1 | 7 | 3 | 4 | 1 | 10 | 29 | 1 |
| noon - 1 pm | 7 | 2 | 3 | 4 | 5 | 7 | 7 | 35 | 1 |
| 1 pm - 2 pm | 7 | 1 | 1 | 4 | 6 | 6 | 5 | 30 | 1 |
| 2 pm - 3 pm | 11 | 7 | 3 | 8 | 6 | 4 | 11 | 50 | 1 |
| 3 pm - 4 pm | 17 | 12 | 10 | 14 | 10 | 13 | 15 | 91 | 3 |
| 4 pm - 5 pm | 10 | 7 | 10 | 17 | 13 | 25 | 23 | 105 | 3 |
| 5 pm - 6 pm | 15 | 19 | 21 | 15 | 24 | 29 | 40 | 163 | 5 |
| 6 pm - 7 pm | 28 | 15 | 15 | 18 | 20 | 29 | 51 | 176 | 5 |
| 7 pm - 8 pm | 20 | 12 | 25 | 21 | 29 | 38 | 46 | 191 | 6 |
| 8 pm - 9 pm | 19 | 19 | 20 | 25 | 27 | 33 | 44 | 187 | 6 |
| 9 pm - 10 pm | 31 | 19 | 18 | 24 | 26 | 47 | 42 | 207 | 6 |
| 10 pm - 11 pm | 23 | 20 | 29 | 31 | 27 | 46 | 53 | 229 | 7 |
| 11 pm - mid. | 20 | 23 | 35 | 38 | 34 | 76 | 49 | 275 | 8 |
| UNKNOWN/NONE | 3 | 2 | 4 | 2 | 2 | 2 | 9 | 24 | 1 |
| TOTAL | 653 | 197 | 337 | 345 | 388 | 528 | 912 | 3,360 | 100 |

## 1984 ALCOHOL RELATED INCIDENTS BY DAY OF WEEK AND INCIDENT HOUR



### PROPERTY DAMAGE INCIDENTS ONLY

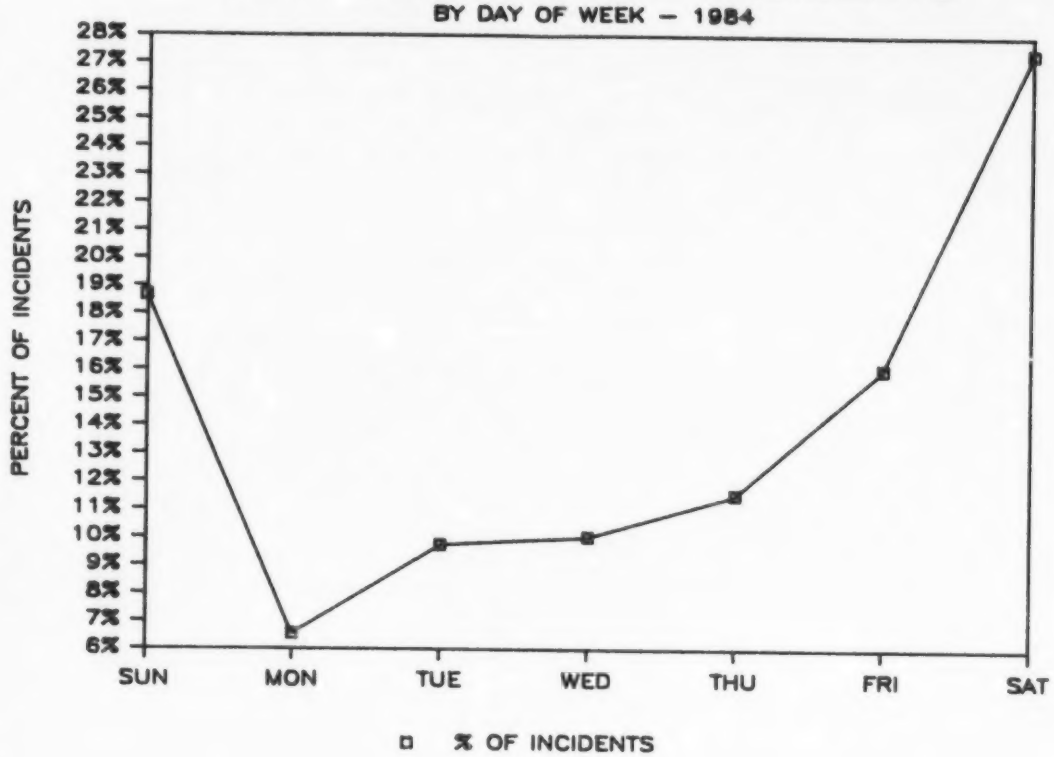
| INCIDENT HOUR | DAY OF WEEK | | | | | | | TOTAL | % OF TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| | SUN | MON | TUES | WED | THURS | FRI | SAT | | |
| mid. - 1 am | 89 | 20 | 41 | 46 | 59 | 61 | 128 | 444 | 10 |
| 1 am - 2 am | 128 | 8 | 36 | 37 | 36 | 44 | 150 | 439 | 10 |
| 2 am - 3 a | 125 | 9 | 43 | 35 | 49 | 61 | 149 | 471 | 11 |
| 3 am - 4 am | 62 | 6 | 19 | 13 | 23 | 30 | 83 | 236 | 5 |
| 4 am - 5 am | 42 | 5 | 7 | 10 | 7 | 11 | 53 | 135 | 3 |
| 5 am - 6 am | 34 | 1 | 7 | 2 | 10 | 14 | 27 | 95 | 2 |
| 6 am - 7 am | 18 | 0 | 4 | 6 | 2 | 10 | 24 | 64 | 2 |
| 7 am - 8 am | 26 | 4 | 1 | 2 | 5 | 8 | 21 | 67 | 2 |
| 8 am - 9 am | 13 | 0 | 0 | 4 | 6 | 6 | 23 | 52 | 1 |
| 9 am - 10 am | 9 | 3 | 3 | 1 | 6 | 2 | 12 | 36 | 1 |
| 10 am - 11 am | 9 | 4 | 0 | 5 | 5 | 1 | 13 | 37 | 1 |
| 11 am - noon | 7 | 4 | 4 | 1 | 4 | 11 | 21 | 52 | 1 |
| noon - 1 pm | 8 | 0 | 4 | 4 | 7 | 15 | 19 | 57 | 1 |
| 1 pm - 2 pm | 9 | 3 | 4 | 1 | 9 | 8 | 15 | 49 | 1 |
| 2 pm - 3 pm | 14 | 9 | 5 | 9 | 10 | 10 | 22 | 79 | 2 |
| 3 pm - 4 pm | 15 | 7 | 15 | 18 | 13 | 13 | 25 | 106 | 2 |
| 4 pm - 5 pm | 20 | 14 | 15 | 16 | 19 | 24 | 24 | 132 | 3 |
| 5 pm - 6 pm | 17 | 26 | 21 | 19 | 24 | 28 | 39 | 174 | 4 |
| 6 pm - 7 pm | 21 | 17 | 24 | 24 | 28 | 30 | 49 | 193 | 4 |
| 7 pm - 8 pm | 23 | 35 | 23 | 31 | 26 | 43 | 48 | 229 | 5 |
| 8 pm - 9 pm | 23 | 27 | 36 | 22 | 28 | 53 | 56 | 245 | 6 |
| 9 pm - 10 pm | 23 | 27 | 37 | 47 | 35 | 62 | 42 | 273 | 6 |
| 10 pm - 11 pm | 19 | 31 | 36 | 36 | 44 | 67 | 56 | 289 | 7 |
| 11 pm - mid. | 26 | 42 | 33 | 44 | 49 | 100 | 85 | 379 | 9 |
| UNKNOWN/NONE | 4 | 2 | 4 | 5 | 2 | 11 | 16 | 44 | 1 |
| TOTAL | 784 | 304 | 422 | 438 | 506 | 723 | 1,200 | 4,377 | 100 |

## 1984 ALCOHOL RELATED INCIDENTS BY DAY OF WEEK AND INCIDENT HOUR

| INCIDENT HOUR | SUNDAY | | | MONDAY | | | TUESDAY | | | WEDNESDAY | | | THURSDAY | | | FRIDAY | | | SATURDAY | | | TOTAL | | | TOTAL INCS. | % OF TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | PDO | PI | FAT | PDO | PI | FAT | PDO | PI | FAT | PDO | PI | FAT | PDO | PI | FAT | PDO | PI | FAT | PDO | PI | FAT | PDO | PI | FAT | | |
| mid.- 1 am | 89 | 60 | 5 | 20 | 13 | 1 | 41 | 36 | 2 | 46 | 26 | 1 | 59 | 28 | 2 | 61 | 49 | 3 | 128 | 99 | 9 | 444 | 311 | 23 | 778 | 10 |
| 1 am- 2 am | 128 | 104 | 8 | 8 | 9 | 0 | 36 | 26 | 1 | 37 | 28 | 0 | 36 | 37 | 1 | 44 | 29 | 1 | 150 | 94 | 4 | 439 | 327 | 15 | 781 | 10 |
| 2 am- 3 am | 125 | 97 | 7 | 9 | 7 | 0 | 43 | 27 | 0 | 35 | 23 | 0 | 49 | 48 | 3 | 61 | 35 | 3 | 149 | 113 | 7 | 471 | 250 | 20 | 841 | 11 |
| 3 am- 4 am | 62 | 62 | 2 | 6 | 5 | 1 | 19 | 18 | 0 | 13 | 15 | 2 | 23 | 15 | 0 | 30 | 21 | 2 | 83 | 83 | 2 | 236 | 219 | 9 | 464 | 6 |
| 4 am- 5 am | 42 | 38 | 3 | 5 | 0 | 0 | 7 | 5 | 1 | 10 | 8 | 2 | 7 | 7 | 1 | 11 | 19 | 1 | 53 | 30 | 2 | 135 | 107 | 10 | 252 | 3 |
| 5 am- 6 am | 34 | 24 | 2 | 1 | 1 | 0 | 7 | 4 | 0 | 2 | 8 | 1 | 10 | 4 | 0 | 14 | 4 | 0 | 27 | 25 | 2 | 95 | 70 | 5 | 170 | 2 |
| 6 am- 7 am | 18 | 13 | 2 | 0 | 0 | 0 | 4 | 3 | 0 | 6 | 4 | 0 | 2 | 3 | 0 | 10 | 6 | 1 | 24 | 26 | 1 | 64 | 55 | 4 | 123 | 2 |
| 7 am- 8 am | 26 | 10 | 0 | 4 | 0 | 0 | 1 | 5 | 0 | 2 | 5 | 0 | 5 | 4 | 0 | 8 | 3 | 1 | 21 | 9 | 2 | 67 | 36 | 3 | 106 | 1 |
| 8 am- 9 am | 13 | 14 | 1 | 0 | 2 | 0 | 0 | 4 | 0 | 4 | 1 | 0 | 6 | 0 | 0 | 6 | 3 | 0 | 23 | 10 | 2 | 52 | 34 | 3 | 89 | 1 |
| 9 am-10 am | 9 | 9 | 0 | 3 | 0 | 0 | 3 | 5 | 0 | 1 | 0 | 0 | 6 | 5 | 1 | 2 | 2 | 0 | 12 | 9 | 1 | 36 | 30 | 2 | 68 | 1 |
| 10 am-11 am | 9 | 8 | 0 | 4 | 1 | 0 | 0 | 3 | 0 | 5 | 3 | 0 | 5 | 4 | 0 | 1 | 1 | 0 | 13 | 9 | 1 | 37 | 29 | 1 | 67 | 1 |
| 11 am-noon | 7 | 3 | 0 | 4 | 1 | 0 | 4 | 7 | 1 | 1 | 3 | 0 | 4 | 4 | 0 | 11 | 1 | 0 | 21 | 10 | 0 | 52 | 29 | 1 | 82 | 1 |
| noon- 1 pm | 8 | 7 | 0 | 0 | 2 | 1 | 4 | 3 | 0 | 4 | 4 | 0 | 7 | 5 | 1 | 15 | 7 | 0 | 19 | 7 | 1 | 57 | 35 | 3 | 95 | 1 |
| 1 pm- 2 pm | 9 | 7 | 1 | 3 | 1 | 0 | 4 | 1 | 0 | 1 | 4 | 0 | 9 | 6 | 1 | 8 | 6 | 0 | 15 | 5 | 2 | 49 | 30 | 4 | 83 | 1 |
| 2 pm- 3 pm | 14 | 11 | 0 | 9 | 7 | 0 | 5 | 3 | 0 | 9 | 8 | 0 | 10 | 6 | 1 | 10 | 4 | 0 | 22 | 11 | 0 | 79 | 50 | 1 | 130 | 2 |
| 3 pm- 4 pm | 15 | 17 | 0 | 7 | 12 | 0 | 15 | 10 | 0 | 18 | 14 | 0 | 13 | 10 | 1 | 13 | 13 | 0 | 25 | 15 | 1 | 106 | 91 | 2 | 199 | 3 |
| 4 pm- 5 pm | 20 | 10 | 0 | 14 | 7 | 2 | 15 | 10 | 0 | 16 | 17 | 0 | 19 | 13 | 1 | 24 | 25 | 0 | 24 | 23 | 2 | 132 | 105 | 5 | 242 | 3 |
| 5 pm- 6 pm | 17 | 15 | 2 | 26 | 19 | 1 | 21 | 21 | 0 | 19 | 15 | 2 | 24 | 24 | 1 | 28 | 29 | 1 | 39 | 40 | 2 | 174 | 163 | 9 | 346 | 4 |
| 6 pm- 7 pm | 21 | 28 | 3 | 17 | 15 | 3 | 24 | 15 | 2 | 24 | 18 | 0 | 28 | 20 | 1 | 30 | 29 | 1 | 49 | 51 | 3 | 193 | 176 | 13 | 382 | 5 |
| 7 pm- 8 pm | 23 | 20 | 1 | 35 | 12 | 2 | 23 | 25 | 1 | 31 | 21 | 1 | 26 | 29 | 2 | 43 | 38 | 0 | 48 | 46 | 6 | 229 | 191 | 13 | 433 | 5 |
| 8 pm- 9 pm | 23 | 19 | 2 | 27 | 19 | 1 | 36 | 20 | 0 | 22 | 25 | 1 | 28 | 27 | 0 | 53 | 33 | 2 | 56 | 44 | 2 | 245 | 187 | 8 | 440 | 5 |
| 9 pm-10 pm | 23 | 31 | 1 | 27 | 19 | 2 | 37 | 18 | 2 | 47 | 24 | 2 | 35 | 26 | 0 | 62 | 47 | 0 | 42 | 42 | 1 | 273 | 207 | 8 | 488 | 6 |
| 10 pm-11 pm | 19 | 23 | 2 | 31 | 20 | 4 | 36 | 29 | 1 | 36 | 31 | 0 | 44 | 27 | 1 | 67 | 46 | 4 | 56 | 53 | 4 | 289 | 229 | 16 | 534 | 7 |
| 11 pm-mid. | 26 | 20 | 1 | 42 | 23 | 0 | 33 | 35 | 2 | 44 | 38 | 1 | 49 | 34 | 2 | 100 | 76 | 1 | 85 | 49 | 1 | 379 | 275 | 8 | 662 | 8 |
| UNKNOWN/NONE | 4 | 3 | 0 | 2 | 2 | 0 | 4 | 4 | 0 | 5 | 2 | 0 | 2 | 2 | 0 | 11 | 2 | 0 | 16 | 9 | 0 | 44 | 24 | 0 | 68 | 1 |
| TOTAL | 784 | 653 | 43 | 304 | 197 | 18 | 422 | 337 | 13 | 438 | 345 | 13 | 506 | 388 | 20 | 723 | 528 | 21 | 1200 | 912 | 58 | 4,377 | 3,360 | 186 | 7,923 | 100 |

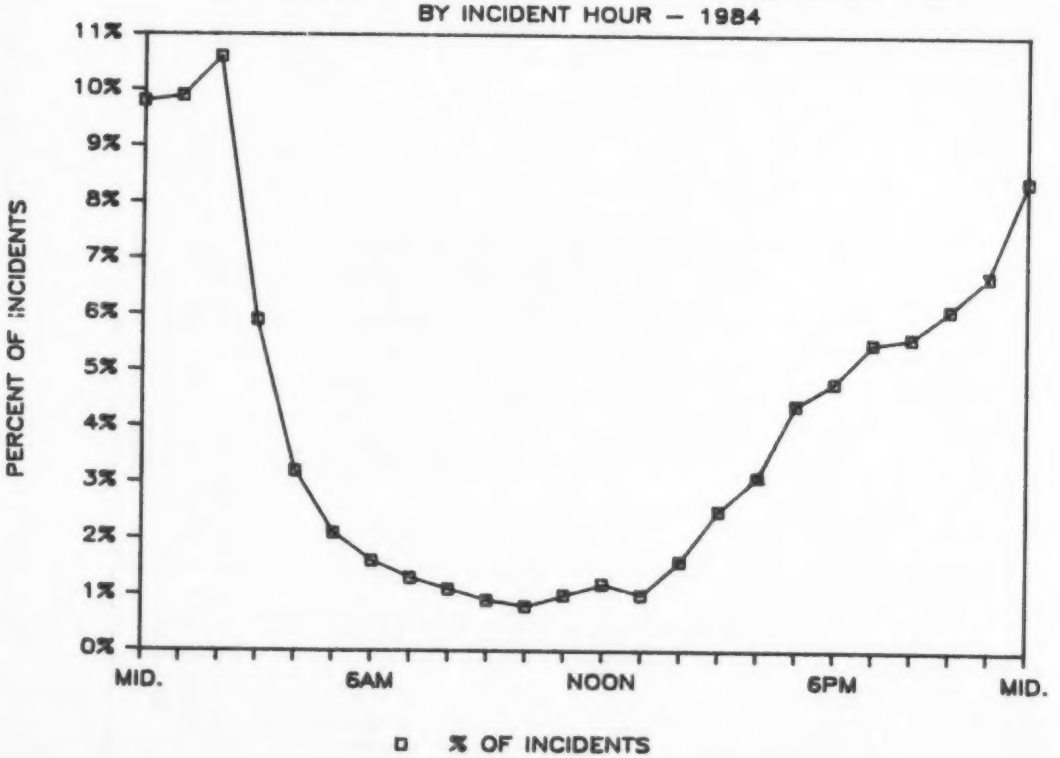
# ALCOHOL RELATED INCIDENTS

BY DAY OF WEEK – 1984




# ALCOHOL RELATED INCIDENTS

BY INCIDENT HOUR – 1984



## DRIVER AGE BY INCIDENT TYPE FOR 1984 ALCOHOL RELATED INCIDENTS 11.5

### - ALL DRIVERS INVOLVED -

| DRIVER AGE | INCIDENT TYPE | | | TOTAL DRIVERS | % OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| 1 - 5 | 0 | 2 | 0 | 2 | 0 |
| 6 - 10 | 2 | 3 | 0 | 5 | 0 |
| 11 - 15 | 7 | 15 | 3 | 25 | 0 |
| 16 | 28 | 22 | 3 | 53 | 0 |
| 17 | 124 | 92 | 6 | 222 | 2 |
| 18 | 205 | 173 | 4 | 382 | 3 |
| 19 | 288 | 225 | 8 | 521 | 4 |
| 20 | 368 | 302 | 22 | 692 | 5 |
| 21 - 25 | 1,480 | 1,211 | 54 | 2,745 | 21 |
| 26 - 30 | 998 | 809 | 50 | 1,857 | 15 |
| 31 - 35 | 643 | 588 | 27 | 1,258 | 10 |
| 36 - 40 | 533 | 397 | 29 | 959 | 8 |
| 41 - 45 | 329 | 234 | 18 | 581 | 5 |
| 46 - 50 | 209 | 179 | 13 | 401 | 3 |
| 51 - 55 | 195 | 157 | 13 | 365 | 3 |
| 56 - 60 | 161 | 134 | 7 | 302 | 2 |
| 61 - 65 | 99 | 80 | 2 | 181 | 1 |
| 66 - 70 | 69 | 36 | 3 | 108 | 1 |
| 71 - 75 | 27 | 19 | 3 | 49 | 0 |
| 76 - 80 | 15 | 13 | 0 | 28 | 0 |
| 81 - 85 | 47 | 21 | 1 | 69 | 1 |
| OVER 85 | 0 | 0 | 0 | 0 | 0 |
| UNKNOWN | 1,551 | 459 | 13 | 2,023 | 16 |
| TOTAL | 7,378 | 5,171 | 279 | 12,828 | 100 |

## DRIVER AGE BY INCIDENT TYPE FOR 1984 ALCOHOL RELATED INCIDENTS 11.6

### - DRIVERS WITH ALCOHOL FACTOR ONLY -

| DRIVER AGE | INCIDENT TYPE | | | TOTAL DRIVERS | % OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| 1 - 5 | 0 | 0 | 0 | 0 | 0 |
| 6 - 10 | 0 | 1 | 0 | 1 | 0 |
| 11 - 15 | 6 | 7 | 0 | 13 | 0 |
| 16 | 20 | 13 | 3 | 36 | 0 |
| 17 | 90 | 64 | 4 | 158 | 2 |
| 18 | 156 | 132 | 3 | 291 | 4 |
| 19 | 219 | 184 | 7 | 410 | 5 |
| 20 | 298 | 248 | 20 | 566 | 7 |
| 21 - 25 | 1,113 | 938 | 39 | 2,090 | 25 |
| 26 - 30 | 726 | 608 | 44 | 1,378 | 17 |
| 31 - 35 | 447 | 408 | 21 | 876 | 11 |
| 36 - 40 | 364 | 245 | 20 | 629 | 8 |
| 41 - 45 | 195 | 126 | 9 | 330 | 4 |
| 46 - 50 | 148 | 115 | 10 | 273 | 3 |
| 51 - 55 | 126 | 91 | 7 | 224 | 3 |
| 56 - 60 | 112 | 76 | 5 | 193 | 2 |
| 61 - 65 | 68 | 44 | 1 | 113 | 1 |
| 66 - 70 | 36 | 15 | 2 | 53 | 1 |
| 71 - 75 | 23 | 12 | 1 | 36 | 0 |
| 76 - 80 | 7 | 6 | 0 | 13 | 0 |
| 81 - 85 | 31 | 16 | 0 | 47 | 1 |
| OVER 85 | 0 | 0 | 0 | 0 | 0 |
| UNKNOWN | 375 | 85 | 7 | 467 | 6 |
| TOTAL | 4,560 | 3,434 | 203 | 8,197 | 100 |

11.7

## AGE OF VICTIM BY TYPE OF VICTIM IN 1994 ALCOHOL RELATED INCIDENTS

| AGE | DRIVER | | PASSENGER | | CYCLIST | | PEDESTRIAN | | M/C DRIVER | | M/C PASSENGER | | UNKNOWN | | OTHER | | TOTAL | | TOTAL ALL VICTIMS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Injury | Fatal | Injury | Fatal | Injury | Fatal | Injury | Fatal | Injury | Fatal | Injury | Fatal | Injury | Fatal | Injury | Fatal | Injury | Fatal | |
| 1 | 3 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 17 |
| 2 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 10 | 0 | 10 |
| 3 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 |
| 4 | 1 | 0 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 16 |
| 5 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 15 |
| 6 - 10 | 1 | 0 | 57 | 2 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 3 | 65 |
| 11 - 15 | 3 | 0 | 124 | 2 | 12 | 1 | 12 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 163 | 6 | 169 |
| 16 | 36 | 3 | 108 | 3 | 3 | 1 | 3 | 2 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 154 | 9 | 163 |
| 17 | 83 | 1 | 123 | 3 | 2 | 0 | 2 | 5 | 3 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 223 | 9 | 232 |
| 18 | 139 | 6 | 171 | 9 | 2 | 1 | 2 | 2 | 11 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 336 | 18 | 354 |
| 19 | 178 | 7 | 166 | 5 | 5 | 0 | 5 | 5 | 16 | 0 | 8 | 1 | 1 | 0 | 0 | 1 | 378 | 19 | 397 |
| 20 | 196 | 8 | 156 | 9 | 4 | 0 | 4 | 0 | 12 | 1 | 7 | 0 | 0 | 1 | 4 | 0 | 388 | 19 | 407 |
| 21 - 25 | 787 | 15 | 545 | 11 | 22 | 0 | 22 | 3 | 62 | 4 | 18 | 1 | 9 | 1 | 1 | 1 | 1,502 | 36 | 1,538 |
| 26 - 30 | 533 | 12 | 266 | 9 | 16 | 0 | 16 | 9 | 47 | 6 | 11 | 2 | 3 | 0 | 1 | 0 | 922 | 38 | 960 |
| 31 - 35 | 362 | 9 | 155 | 2 | 7 | 0 | 7 | 1 | 25 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 578 | 12 | 590 |
| 36 - 40 | 267 | 15 | 101 | 5 | 4 | 0 | 4 | 1 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 402 | 22 | 424 |
| 41 - 45 | 153 | 7 | 55 | 4 | 2 | 0 | 2 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 223 | 12 | 235 |
| 46 - 50 | 111 | 7 | 41 | 3 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 172 | 11 | 183 |
| 51 - 55 | 72 | 4 | 33 | 2 | 1 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 10 | 128 |
| 56 - 60 | 95 | 2 | 27 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 3 | 131 |
| 61 - 65 | 42 | 2 | 25 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 73 | 7 | 80 |
| 66 - 70 | 18 | 1 | 19 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 2 | 44 |
| 71 - 75 | 15 | 2 | 14 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 5 | 37 |
| 76 - 80 | 10 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 2 | 17 |
| 81 - 85 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 86 - 90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Over 90 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| UNKNOWN | 188 | 7 | 230 | 7 | 1 | 0 | 1 | 2 | 11 | 0 | 6 | 0 | 11 | 0 | 0 | 0 | 471 | 16 | 487 |
| TOTAL | 3,294 | 108 | 2,482 | 84 | 87 | 3 | 281 | 45 | 204 | 11 | 68 | 4 | 28 | 3 | 7 | 3 | 6,451 | 261 | 6,712 |

# SECTION 12

# Motorcycle Incidents

## 1984 MOTORCYCLE INCIDENTS

There was an 8% reduction in the number of motorcycles licenced at calendar year end in 1984 as compared to 1983.

During this period, drivers licenced to drive motorcycles (class 6) totalled 141,483 and 8,931 new class 6 drivers were licenced.

Fewer motorcyclists were killed in traffic incidents in 1984 than in 1983. Thirty-nine motorcycle drivers and six motorcycle passengers were fatally injured in 1984. During the previous year, 56 motorcycle drivers and 9 motorcycle passengers were killed.

The major contributing factors to motorcycle incidents were driving without due care, failing to yield the right of way, alcohol involvement and driver inexperience.

## MAJOR CONTRIBUTING FACTORS IN 1984 MOTORCYCLE INCIDENTS

12.1

- ALL FACTORS -

| CONTRIBUTING FACTORS | INCIDENT TYPE | | | TOTAL | % OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| DRIVING WITHOUT DUE CARE | 85 | 382 | 9 | 476 | 10 |
| FAILING TO YIELD RIGHT OF WAY | 66 | 344 | 0 | 410 | 8 |
| ALCOHOL | 31 | 198 | 16 | 245 | 5 |
| DRIVER INEXPERIENCE | 26 | 153 | 1 | 180 | 4 |
| DRIVING AT UNSAFE SPEED | 16 | 148 | 5 | 169 | 3 |
| FOLLOWING TOO CLOSELY | 27 | 91 | 0 | 118 | 2 |
| IMPROPER PASSING | 20 | 78 | 4 | 102 | 2 |
| IMPROPER TURNING | 9 | 69 | 2 | 80 | 2 |
| IGNORING TRAFFIC CONTROL DEVICE | 14 | 52 | 1 | 67 | 1 |
| BACKING UNSAFELY | 41 | 14 | 0 | 55 | 1 |
| WEATHER CONDITION | 4 | 42 | 3 | 49 | 1 |
| VISIBILITY IMPAIRED | 11 | 36 | 0 | 47 | 1 |
| OBSTRUCTION/DEBRIS | 8 | 34 | 3 | 45 | 1 |
| CUTTING IN | 7 | 28 | 0 | 35 | 1 |
| DOMESTIC ANIMAL | 6 | 27 | 0 | 33 | 1 |
| WILD ANIMAL | 3 | 28 | 0 | 31 | 1 |
| FAILING TO SIGNAL | 7 | 21 | 0 | 28 | 1 |
| DRIVING ON WRONG SIDE | 3 | 22 | 1 | 26 | 1 |
| ROAD MAINTENANCE/ CONSTRUCTION | 6 | 16 | 0 | 22 | 1 |
| DEFECTIVE TIRES | 2 | 14 | 0 | 16 | 0 |
| DEFECTIVE BRAKES | 3 | 11 | 0 | 14 | 0 |
| (RESULT OF) DIRECTLY PRECEDING INCIDENT | 2 | 10 | 0 | 12 | 0 |
| PAVEMENT SURFACE DEFECTIVE | 2 | 10 | 0 | 12 | 0 |
| PEDESTRIAN ERROR/ CONFUSION | 1 | 10 | 0 | 11 | 0 |
| DEFECTIVE BRAKE LIGHTS | 3 | 4 | 0 | 7 | 0 |
| SUNLIGHT GLARE | 1 | 6 | 0 | 7 | 0 |
| DEFECTIVE TURN SIGNALS | 2 | 4 | 0 | 6 | 0 |
| DEFECTIVE ACCELERATOR | 1 | 5 | 0 | 6 | 0 |
| UNKNOWN/NOT APPLICABLE | 902 | 1,349 | 35 | 2,286 | 46 |
| OTHER | 103 | 249 | 4 | 356 | 7 |
| TOTAL | 1,412 | 3,455 | 84 | 4,951 | 100 |

## MAJOR CONTRIBUTING FACTORS IN 1984 MOTORCYCLE INCIDENTS



### - MOTORCYCLE FACTORS ONLY -

| CONTRIBUTING FACTORS | INCIDENT TYPE | | | TOTAL | % OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| DRIVING WITHOUT DUE CARE | 50 | 266 | 7 | 323 | 11 |
| ALCOHOL | 14 | 160 | 15 | 189 | 7 |
| DRIVER INEXPERIENCE | 22 | 144 | 1 | 167 | 6 |
| DRIVING AT UNSAFE SPEED | 15 | 141 | 4 | 160 | 6 |
| FOLLOWING TOO CLOSELY | 17 | 76 | 0 | 93 | 3 |
| IMPROPER PASSING | 18 | 68 | 3 | 89 | 3 |
| FAILING TO YIELD RIGHT OF WAY | 9 | 49 | 0 | 58 | 2 |
| OBSTRUCTION/DEBRIS | 6 | 31 | 3 | 40 | 1 |
| WEATHER CONDITION | 3 | 36 | 1 | 40 | 1 |
| IGNORING TRAFFIC CONTROL DEVICE | 9 | 24 | 1 | 34 | 1 |
| DOMESTIC ANIMAL | 6 | 26 | 0 | 32 | 1 |
| WILD ANIMAL | 1 | 27 | 0 | 28 | 1 |
| VISIBILITY IMPAIRED | 6 | 14 | 0 | 20 | 1 |
| ROAD MAINTENANCE/ CONSTRUCTION | 3 | 15 | 0 | 18 | 1 |
| IMPROPER TURNING | 3 | 13 | 2 | 18 | 1 |
| DEFECTIVE TIRES | 2 | 14 | 0 | 16 | 1 |
| DRIVING ON WRONG SIDE | 0 | 14 | 1 | 15 | 1 |
| PAVEMENT SURFACE DEFECTIVE | 2 | 10 | 0 | 12 | 1 |
| CUTTING IN | 3 | 7 | 0 | 10 | 0 |
| DEFECTIVE BRAKES | 1 | 9 | 0 | 10 | 0 |
| (RESULT OF) DIRECTLY PRECEDING INCIDENT | 2 | 4 | 0 | 6 | 0 |
| FAILING TO SIGNAL | 0 | 5 | 0 | 5 | 0 |
| DEFECTIVE ACCELERATOR | 0 | 5 | 0 | 5 | 0 |
| UNKNOWN/NOT APPLICABLE | 490 | 751 | 12 | 1,253 | 43 |
| OTHER | 63 | 174 | 3 | 240 | 8 |
| TOTAL | 745 | 2,083 | 53 | 2,881 | 100 |

## 1984 MOTORCYCLE INCIDENTS BY TYPE OF COLLISION



| COLLISION TYPE | INCIDENT TYPE | | | TOTAL INCIDENTS | PERCENT OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| MOTORCYCLE | 405 | 824 | 11 | 1,240 | 46 |
| OTHER MOTOR VEHICLE | 198 | 457 | 10 | 665 | 25 |
| RAN OFF ROADWAY | 13 | 158 | 6 | 177 | 7 |
| OVERTURNED | 15 | 74 | 1 | 90 | 4 |
| DITCH | 4 | 82 | 4 | 90 | 4 |
| ANIMAL | 5 | 49 | 0 | 54 | 2 |
| CURBING | 4 | 43 | 2 | 49 | 2 |
| BICYCLIST | 7 | 29 | 1 | 37 | 1 |
| PEDESTRIAN | 0 | 34 | 2 | 36 | 1 |
| GUARD RAIL | 1 | 23 | 2 | 26 | 1 |
| ROCK FACE/ROCKS ON ROAD | 2 | 18 | 3 | 23 | 1 |
| MEDIAN/ISLAND | 5 | 13 | 1 | 19 | 1 |
| FENCE | 3 | 10 | 0 | 13 | 1 |
| TREE | 4 | 6 | 2 | 12 | 0 |
| SIGN POST | 1 | 10 | 0 | 11 | 0 |
| UTILITY SUPPORT POLE | 0 | 7 | 0 | 7 | 0 |
| LIGHT SUPPORT POLE | 0 | 4 | 1 | 5 | 0 |
| BUILDING/WALL | 2 | 2 | 0 | 4 | 0 |
| BRIDGE STRUCTURE | 0 | 4 | 0 | 4 | 0 |
| FIRE HYDRANT | 1 | 1 | 0 | 2 | 0 |
| MOPED | 1 | 1 | 0 | 2 | 0 |
| CRASH CUSHION | 0 | 1 | 1 | 2 | 0 |
| FIRE/EXPLOSION | 1 | 0 | 0 | 1 | 0 |
| CULVERT | 0 | 1 | 0 | 1 | 0 |
| TRAIN | 0 | 0 | 1 | 1 | 0 |
| UNKNOWN/NOT APPLICABLE | 2 | 8 | 1 | 11 | 0 |
| OTHER | 13 | 86 | 1 | 100 | 4 |
| TOTAL | 687 | 1,945 | 50 | 2,682 | 100 |

## 1984 MOTORCYCLE INCIDENTS BY PRE-COLLISION ACTION



| PRE-COLLISION ACTION | INCIDENT TYPE | | | TOTAL INCIDENTS | PERCENT OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| GOING STRAIGHT AHEAD | 276 | 1,037 | 32 | 1,345 | 51 |
| MAKING LEFT TURN | 98 | 409 | 3 | 510 | 19 |
| MAKING RIGHT TURN | 41 | 80 | 3 | 124 | 5 |
| SKIDDING | 18 | 84 | 8 | 106 | 4 |
| SLOWING OR STOPPING | 26 | 52 | 0 | 78 | 3 |
| STOPPED IN TRAFFIC | 40 | 34 | 0 | 74 | 3 |
| PARKED LEGALLY | 64 | 7 | 0 | 71 | 3 |
| PASSING | 10 | 54 | 3 | 67 | 3 |
| BACKING | 38 | 13 | 0 | 51 | 2 |
| SWERVING | 9 | 29 | 2 | 40 | 2 |
| STARTING IN TRAFFIC | 8 | 17 | 0 | 25 | 1 |
| MAKING U-TURN | 2 | 18 | 1 | 21 | 1 |
| STARTING FROM PARKED POSITION | 10 | 6 | 0 | 16 | 1 |
| AVOIDING OBJECT ON ROAD | 2 | 8 | 0 | 10 | 0 |
| MERGING | 1 | 9 | 0 | 10 | 0 |
| YAW | 0 | 4 | 2 | 6 | 0 |
| PARKED ILLEGALLY | 4 | 1 | 0 | 5 | 0 |
| SPINNING | 1 | 3 | 0 | 4 | 0 |
| ENTERING PARKED POSITION | 2 | 1 | 0 | 3 | 0 |
| UNKNOWN/NOT APPLICABLE | 20 | 18 | 0 | 38 | 1 |
| OTHER | 3 | 11 | 0 | 14 | 1 |
| TOTAL | 687 | 1,945 | 50 | 2,682 | 100 |

## 1984 MOTORCYCLE INCIDENTS BY INCIDENT LOCATION



| INCIDENT LOCATION | INCIDENT TYPE | | | TOTAL INCIDENTS | PERCENT OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| AT INTERSECTION | 288 | 856 | 12 | 1,156 | 43 |
| BETWEEN INTERSECTIONS | 240 | 734 | 30 | 1,004 | 38 |
| ROAD/DRIVEWY INTERSECTION | 53 | 174 | 2 | 229 | 9 |
| PARKING LOT (SINGLE/ MULTI-LEVEL) | 71 | 28 | 1 | 100 | 4 |
| OFF HIGHWAY | 11 | 44 | 2 | 57 | 2 |
| BRIDGE | 5 | 30 | 1 | 36 | 2 |
| EXIT RAMP | 4 | 9 | 0 | 13 | 0 |
| ENTRANCE RAMP | 3 | 7 | 0 | 10 | 0 |
| ENTRANCE ACCEL. LANE | 1 | 4 | 0 | 5 | 0 |
| EXIT INTERSECTION | 0 | 5 | 0 | 5 | 0 |
| ENTRANCE INTERSECTION | 0 | 5 | 0 | 5 | 0 |
| FERRY OR DOCK | 0 | 3 | 0 | 3 | 0 |
| EXIT DECEL. LANE | 1 | 1 | 0 | 2 | 0 |
| TUNNEL | 0 | 1 | 0 | 1 | 0 |
| UNKNOWN/NOT APPLICABLE | 8 | 27 | 1 | 36 | 1 |
| OTHER | 2 | 17 | 2 | 20 | 1 |
| TOTAL | 687 | 1,945 | 50 | 2,682 | 100 |

## 1984 MOTORCYCLE INCIDENTS BY LIGHTING CONDITIONS 12.6

| LIGHT CONDITION | INCIDENT TYPE | | | TOTAL INCIDENTS | PERCENT OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| DAYLIGHT | 495 | 1,353 | 23 | 1,871 | 70 |
| DARK/SOME ARTIFICIAL LIGHT | 81 | 239 | 10 | 330 | 12 |
| DARK/FULL ARTIFICIAL LIGHT | 44 | 138 | 3 | 185 | 7 |
| DARK/NO ARTIFICIAL LIGHT | 28 | 104 | 8 | 140 | 5 |
| DUSK | 24 | 80 | 2 | 106 | 4 |
| DAWN | 4 | 15 | 0 | 19 | 1 |
| UNKNOWN/NOT APPLICABLE | 11 | 14 | 4 | 29 | 1 |
| OTHER | 0 | 2 | 0 | 2 | 0 |
| TOTAL | 687 | 1,945 | 50 | 2,682 | 100 |

## 1984 MOTORCYCLE INCIDENTS BY WEATHER CONDITIONS 12.7

| WEATHER CONDITION | INCIDENT TYPE | | | TOTAL INCIDENTS | PERCENT OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| CLEAR | 456 | 1,255 | 25 | 1,736 | 65 |
| CLOUDY | 143 | 500 | 16 | 659 | 25 |
| RAIN | 71 | 160 | 6 | 237 | 9 |
| SNOW/SLEET | 3 | 2 | 0 | 5 | 0 |
| FOG | 1 | 4 | 0 | 5 | 0 |
| STRONG WIND | 0 | 3 | 0 | 3 | 0 |
| SMOG/SMOKE | 1 | 1 | 0 | 2 | 0 |
| UNKNOWN/NOT APPLICABLE | 12 | 20 | 3 | 35 | 1 |
| TOTAL | 687 | 1,945 | 50 | 2,682 | 100 |

## 1984 MOTORCYCLE INCIDENTS BY ROADWAY SURFACE CONDITIONS 12.8

| SURFACE CONDITION | INCIDENT TYPE | | | TOTAL INCIDENTS | PERCENT OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| DRY | 559 | 1,641 | 39 | 2,239 | 84 |
| WET | 116 | 276 | 9 | 401 | 15 |
| ICY | 2 | 7 | 0 | 9 | 0 |
| SNOW | 1 | 1 | 0 | 2 | 0 |
| MUDDY | 0 | 1 | 0 | 1 | 0 |
| UNKNOWN/NOT APPLICABLE | 9 | 12 | 2 | 23 | 1 |
| OTHER | 0 | 6 | 0 | 6 | 0 |
| TOTAL | 687 | 1,945 | 50 | 2,682 | 100 |

# SECTION 13

# School Bus Incidents

# 1984 SCHOOL BUS INCIDENTS

A school bus is defined for the purposes of these reports as a motor vehicle used to convey children to or from school. Generally, these are the traditional yellow and black school buses.

A total of 146 incidents occurring in 1984 involved school buses. Thirty-four incidents resulted in injuries to 70 people, 40 of whom were school bus occupants. Two persons, both pedestrians, were killed in two fatal incidents occurring in Armstrong and Saanich.

The major contributing factors to school bus incidents were driving without due care, failing to yield the right of way and backing unsafely.

## MAJOR CONTRIBUTING FACTORS IN 1984 SCHOOL BUS INCIDENTS 13.1

### - ALL DRIVERS/VEHICLES INVOLVED -

| CONTRIBUTING FACTORS | INCIDENT TYPE | | | TOTAL | PERCENT OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| DRIVING WITHOUT DUE CARE | 14 | 10 | 0 | 24 | 9 |
| FAILING TO YIELD RIGHT OF WAY | 12 | 5 | 0 | 17 | 7 |
| BACKING UNSAFELY | 14 | 1 | 0 | 15 | 5 |
| DRIVING AT UNSAFE SPEED | 6 | 6 | 0 | 12 | 4 |
| WEATHER CONDITION | 9 | 3 | 0 | 12 | 4 |
| VISIBILITY IMPAIRED | 7 | 0 | 1 | 8 | 3 |
| IMPROPER TURNING | 4 | 0 | 0 | 4 | 1 |
| FOLLOWING TOO CLOSELY | 3 | 1 | 0 | 4 | 1 |
| ALCOHOL | 3 | 0 | 0 | 3 | 1 |
| DRIVER INEXPERIENCE | 3 | 0 | 0 | 3 | 1 |
| ROAD MAINTENANCE | 3 | 0 | 0 | 3 | 1 |
| DRIVING ON WRONG SIDE | 2 | 0 | 0 | 2 | 1 |
| DEFECTIVE BRAKES | 2 | 0 | 0 | 2 | 1 |
| WILD ANIMAL | 2 | 0 | 0 | 2 | 1 |
| PEDESTRIAN ERROR/ CONFUSION | 0 | 1 | 1 | 2 | 1 |
| DEFECTIVE ENGINE | 1 | 0 | 1 | 2 | 1 |
| CUTTING IN | 1 | 0 | 0 | 1 | 0 |
| DEFECTIVE TOW HITCH | 1 | 0 | 0 | 1 | 0 |
| NO DRIVER | 1 | 0 | 0 | 1 | 0 |
| INSECURE LOAD | 1 | 0 | 0 | 1 | 0 |
| SUNLIGHT GLARE | 1 | 0 | 0 | 1 | 0 |
| OBSTRUCTION/DEBRIS | 1 | 0 | 0 | 1 | 0 |
| (RESULT OF) DIRECTLY PRECEDING INCIDENT | 1 | 0 | 0 | 1 | 0 |
| IMPROPER PASSING | 0 | 1 | 0 | 1 | 0 |
| SUICIDE | 0 | 0 | 1 | 1 | 0 |
| UNKNOWN/NOT APPLICABLE | 120 | 38 | 1 | 159 | 50 |
| OTHER | 14 | 11 | 0 | 25 | 8 |
| TOTAL | 226 | 77 | 5 | 308 | 100 |

## MAJOR CONTRIBUTING FACTORS IN 1984 SCHOOL BUS INCIDENTS



- SCHOOL BUS FACTORS ONLY -

| CONTRIBUTING FACTORS | INCIDENT TYPE | | | TOTAL | PERCENT OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| BACKING UNSAFELY | 11 | 1 | 0 | 12 | 8 |
| FAILING TO YIELD RIGHT OF WAY | 7 | 1 | 0 | 8 | 5 |
| DRIVING WITHOUT DUE CARE | 4 | 3 | 0 | 7 | 5 |
| VISIBILITY IMPAIRED | 5 | 0 | 1 | 6 | 4 |
| WEATHER CONDITION | 2 | 2 | 0 | 4 | 3 |
| IMPROPER TURNING | 3 | 0 | 0 | 3 | 2 |
| DRIVING AT UNSAFE SPEED | 0 | 3 | 0 | 3 | 2 |
| DRIVING ON WRONG SIDE | 2 | 0 | 0 | 2 | 1 |
| DEFECTIVE BRAKES | 2 | 0 | 0 | 2 | 1 |
| WILD ANIMAL | 2 | 0 | 0 | 2 | 1 |
| ALCOHOL | 1 | 0 | 0 | 1 | 1 |
| DRIVER INEXPERIENCE | 1 | 0 | 0 | 1 | 1 |
| FOLLOWING TOO CLOSELY | 0 | 1 | 0 | 1 | 1 |
| IMPROPER PASSING | 0 | 1 | 0 | 1 | 1 |
| NO DRIVER | 1 | 0 | 0 | 1 | 1 |
| DEFECTIVE ENGINE | 1 | 0 | 0 | 1 | 1 |
| OBSTRUCTION/DEBRIS | 1 | 0 | 0 | 1 | 1 |
| ROAD MAINTENANCE | 1 | 0 | 0 | 1 | 1 |
| (RESULT OF) DIRECTLY PRECEDING INCIDENT | 1 | 0 | 0 | 1 | 1 |
| UNKNOWN/NOT APPLICABLE | 63 | 17 | 1 | 81 | 52 |
| OTHER | 6 | 5 | 0 | 11 | 7 |
| TOTAL | 114 | 34 | 2 | 150 | 100 |

## 1984 SCHOOL BUS INCIDENTS BY PRIMARY INCIDENT OCCURRENCE



| PRIMARY INCIDENT OCCURRENCE | INCIDENT TYPE | | | TOTAL INCIDENTS | PERCENT OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| REAR END | 28 | 6 | 1 | 35 | 24 |
| RIGHT ANGLE COLLISION | 21 | 8 | 0 | 29 | 20 |
| SIDE SWIPE | 13 | 1 | 0 | 14 | 9 |
| PARKING | 5 | 1 | 0 | 6 | 4 |
| LEFT TURN - ACROSS ONCOMING TRAFFIC | 4 | 0 | 0 | 4 | 3 |
| OFF ROAD - LEFT | 1 | 4 | 0 | 5 | 3 |
| HEAD ON | 1 | 3 | 0 | 4 | 3 |
| LEFT TURN - HEAD ON | 2 | 1 | 0 | 3 | 2 |
| OFF ROAD - RIGHT | 1 | 2 | 0 | 3 | 2 |
| PASSING | 1 | 2 | 0 | 3 | 2 |
| LEFT TURN - ONE WAY | 1 | 1 | 0 | 2 | 1 |
| BRIDGE | 1 | 0 | 0 | 1 | 1 |
| RIGHT TURN - HEAD ON | 1 | 0 | 0 | 1 | 1 |
| UNKNOWN/NOT APPLICABLE | 8 | 1 | 0 | 9 | 6 |
| OTHER | 23 | 4 | 1 | 28 | 19 |
| TOTAL | 110 | 34 | 2 | 146 | 100 |

## 1984 SCHOOL BUS INCIDENTS BY TYPE OF COLLISION



| TYPE OF COLLISION | INCIDENT TYPE | | | TOTAL INCIDENTS | % OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| OTHER MOTOR VEHICLE | 100 | 20 | 1 | 121 | 83 |
| PEDESTRIAN | 0 | 5 | 1 | 6 | 4 |
| BICYCLIST | 0 | 4 | 0 | 4 | 3 |
| ANIMAL | 2 | 0 | 0 | 2 | 2 |
| STREET CAR/TROLLEY CAR | 2 | 0 | 0 | 2 | 2 |
| RAN OFF ROADWAY | 1 | 1 | 0 | 2 | 2 |
| DITCH | 0 | 2 | 0 | 2 | 2 |
| BRIDGE STRUCTURE | 1 | 0 | 0 | 1 | 0 |
| GUARD RAIL | 1 | 0 | 0 | 1 | 0 |
| FENCE | 1 | 0 | 0 | 1 | 0 |
| SIGN POST | 0 | 1 | 0 | 1 | 0 |
| UNKNOWN | 1 | 0 | 0 | 1 | 0 |
| OTHER | 1 | 1 | 0 | 2 | 2 |
| TOTAL | 110 | 34 | 2 | 146 | 100 |

## 1984 SCHOOL BUS INCIDENTS BY ROADWAY SURFACE CONDITIONS 13.5

| SURFACE CONDITION | INCIDENT TYPE | | | TOTAL INCIDENTS | % OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| DRY | 46 | 17 | 1 | 64 | 44 |
| WET | 36 | 6 | 1 | 43 | 30 |
| ICY | 12 | 6 | 0 | 18 | 12 |
| SNOW | 11 | 1 | 0 | 12 | 8 |
| SLUSH | 1 | 2 | 0 | 3 | 2 |
| MUDDY | 1 | 1 | 0 | 2 | 1 |
| UNKNOWN/NOT APPLICABLE | 3 | 1 | 0 | 4 | 3 |
| TOTAL | 110 | 34 | 2 | 146 | 100 |

# SECTION 14

# Public Bus Incidents

## 1984 PUBLIC BUS INCIDENTS

For the purpose of this report, a public bus is defined as a motor vehicle designed to carry more than ten persons. This category excludes school buses (yellow and black) but does include buses chartered for school activities.

A total of 462 incidents involving public buses occurred in 1984. There were 354 persons injured and three persons killed in 126 casualty-producing incidents. Of the 354 persons injured, 128 were bus occupants. Two of the fatal victims were bus passengers in the same incident, while one victim was a bus driver. The most serious bus incident in 1984 occurred in rural Courtenay and involved two fatalities and 59 injuries.

The major contributing factors to public bus incidents were driving without due care, failing to yield the right of way and weather conditions.

## MAJOR CONTRIBUTING FACTORS IN 1984 PUBLIC BUS INCIDENTS 14.1

### - ALL DRIVERS/VEHICLES INVOLVED -

| CONTRIBUTING FACTORS | INCIDENT TYPE | | | TOTAL | % OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| DRIVING WITHOUT DUE CARE | 36 | 19 | 0 | 55 | 6 |
| FAILING TO YIELD RIGHT OF WAY | 29 | 21 | 0 | 50 | 5 |
| WEATHER CONDITION | 21 | 13 | 0 | 34 | 4 |
| CUTTING IN | 16 | 9 | 0 | 25 | 3 |
| FOLLOWING TOO CLOSELY | 16 | 9 | 0 | 25 | 3 |
| ALCOHOL | 11 | 10 | 0 | 21 | 2 |
| DRIVING AT UNSAFE SPEED | 12 | 5 | 0 | 17 | 2 |
| BACKING UNSAFELY | 14 | 0 | 0 | 14 | 1 |
| IGNORING TRAFFIC CONTROL DEVICE | 7 | 6 | 0 | 13 | 1 |
| IMPROPER TURNING | 9 | 2 | 0 | 11 | 1 |
| PEDESTRIAN ERROR/CONFUSION | 0 | 8 | 0 | 8 | 1 |
| IMPROPER PASSING | 4 | 3 | 0 | 7 | 1 |
| VISIBILITY IMPAIRED | 4 | 2 | 0 | 6 | 1 |
| DRIVING ON WRONG SIDE | 3 | 2 | 1 | 6 | 1 |
| NO DRIVER | 5 | 0 | 0 | 5 | 1 |
| DRIVER INEXPERIENCE | 3 | 1 | 0 | 4 | 0 |
| DOMESTIC ANIMAL | 3 | 0 | 0 | 3 | 0 |
| DEFECTIVE TIRES | 2 | 1 | 0 | 3 | 0 |
| DEFECTIVE BRAKES | 2 | 0 | 1 | 3 | 0 |
| WILD ANIMAL | 2 | 0 | 0 | 2 | 0 |
| FAILING TO SIGNAL | 1 | 0 | 0 | 1 | 0 |
| PAVEMENT SURFACE DEFECTIVE | 1 | 0 | 0 | 1 | 0 |
| ROAD MAINTENANCE/ CONSTRUCTION | 1 | 0 | 0 | 1 | 0 |
| SUNLIGHT GLARE | 1 | 0 | 0 | 1 | 0 |
| DRIVER UNCONSCIOUS | 0 | 1 | 0 | 1 | 0 |
| OBSTRUCTION/DEBRIS | 0 | 1 | 0 | 1 | 0 |
| UNKNOWN/NOT APPLICABLE | 448 | 136 | 1 | 585 | 62 |
| OTHER | 32 | 14 | 0 | 46 | 5 |
| TOTAL | 683 | 263 | 3 | 949 | 100 |

## MAJOR CONTRIBUTING FACTORS IN 1984 PUBLIC BUS INCIDENTS 14.2

### - PUBLIC BUS FACTORS ONLY -

| CONTRIBUTING FACTORS | INCIDENT TYPE | | | TOTAL | % OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| WEATHER CONDITION | 12 | 6 | 0 | 18 | 4 |
| DRIVING WITHOUT DUE CARE | 9 | 6 | 0 | 15 | 3 |
| FAILING TO YIELD RIGHT OF WAY | 9 | 5 | 0 | 14 | 3 |
| FOLLOWING TOO CLOSELY | 6 | 6 | 0 | 12 | 3 |
| BACKING UNSAFELY | 11 | 0 | 0 | 11 | 2 |
| CUTTING IN | 6 | 2 | 0 | 8 | 2 |
| IMPROPER TURNING | 3 | 1 | 0 | 4 | 1 |
| VISIBILITY IMPAIRED | 2 | 2 | 0 | 4 | 1 |
| DRIVING AT UNSAFE SPEED | 2 | 2 | 0 | 4 | 1 |
| IMPROPER PASSING | 2 | 2 | 0 | 4 | 1 |
| NO DRIVER | 3 | 0 | 0 | 3 | 1 |
| DOMESTIC ANIMAL | 3 | 0 | 0 | 3 | 1 |
| DEFECTIVE TIRES | 2 | 1 | 0 | 3 | 1 |
| IGNORING TRAFFIC CONTROL DEVICE | 0 | 3 | 0 | 3 | 1 |
| DRIVING ON WRONG SIDE | 2 | 0 | 0 | 2 | 0 |
| WILD ANIMAL | 2 | 0 | 0 | 2 | 0 |
| DEFECTIVE BRAKES | 1 | 0 | 1 | 2 | 0 |
| SUNLIGHT GLARE | 1 | 0 | 0 | 1 | 0 |
| PAVEMENT SURFACE DEFECTIVE | 1 | 0 | 0 | 1 | 0 |
| ROAD MAINTENANCE/ CONSTRUCTION | 1 | 0 | 0 | 1 | 0 |
| DRIVER UNCONSCIOUS | 0 | 1 | 0 | 1 | 0 |
| UNKNOWN/NOT APPLICABLE | 247 | 81 | 1 | 329 | 71 |
| OTHER | 13 | 7 | 0 | 20 | 4 |
| TOTAL | 338 | 125 | 2 | 465 | 100 |

## 1984 PUBLIC BUS INCIDENTS BY PRIMARY INCIDENT OCCURRENCE



| PRIMARY INCIDENT OCCURRENCE | INCIDENT TYPE | | | TOTAL INCIDENTS | % OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| REAR END | 59 | 30 | 0 | 89 | 19 |
| RIGHT ANGLE COLLISION | 53 | 21 | 0 | 74 | 16 |
| PASSING | 37 | 12 | 0 | 49 | 11 |
| SIDE SWIPE | 24 | 10 | 0 | 34 | 7 |
| LEFT TURN - ACROSS ONCOMING TRAFFIC | 6 | 9 | 0 | 15 | 4 |
| PARKING | 10 | 0 | 0 | 10 | 2 |
| OFF ROAD - RIGHT | 6 | 3 | 1 | 10 | 2 |
| HEAD ON | 5 | 2 | 1 | 8 | 2 |
| RIGHT TURN - REAR | 5 | 2 | 0 | 7 | 2 |
| ONE WAY STREET | 5 | 0 | 0 | 5 | 1 |
| LEFT TURN - HEAD ON | 4 | 0 | 0 | 4 | 1 |
| OFF ROAD - LEFT | 3 | 1 | 0 | 4 | 1 |
| RIGHT TURN - HEAD ON | 1 | 2 | 0 | 3 | 1 |
| LEFT TURN - ONE WAY | 2 | 0 | 0 | 2 | 0 |
| BRIDGE | 1 | 0 | 0 | 1 | 0 |
| OFF HIGHWAY | 1 | 0 | 0 | 1 | 0 |
| UNKNOWN/NOT APPLICABLE | 24 | 6 | 0 | 30 | 6 |
| OTHER | 90 | 26 | 0 | 116 | 25 |
| TOTAL | 336 | 124 | 2 | 462 | 100 |

## 1984 PUBLIC BUS INCIDENTS BY TYPE OF COLLISION



| TYPE OF COLLISION | INCIDENT TYPE | | | TOTAL INCIDENTS | % OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| OTHER MOTOR VEHICLE | 271 | 83 | 1 | 355 | 78 |
| STREET CAR/TROLLEY CAR | 42 | 3 | 0 | 45 | 11 |
| PEDESTRIAN | 0 | 23 | 0 | 23 | 6 |
| BICYCLIST | 2 | 5 | 0 | 7 | 2 |
| ANIMAL | 6 | 0 | 0 | 6 | 1 |
| LIGHT SUPPORT POLE | 3 | 1 | 0 | 4 | 1 |
| RAN OFF ROADWAY | 2 | 0 | 0 | 2 | 0 |
| MOTORCYCLE | 1 | 1 | 0 | 2 | 0 |
| UTILITY SUPPORT POLE | 1 | 1 | 0 | 2 | 0 |
| OVERTURNED | 1 | 0 | 1 | 2 | 0 |
| BRIDGE STRUCTURE | 1 | 0 | 0 | 1 | 0 |
| ALL TERRAIN VEHICLE | 1 | 0 | 0 | 1 | 0 |
| DITCH | 1 | 0 | 0 | 1 | 0 |
| FENCE | 1 | 0 | 0 | 1 | 0 |
| ROCK FACE/ROCKS ON ROAD | 1 | 0 | 0 | 1 | 0 |
| BUILDING/WALL | 0 | 1 | 0 | 1 | 0 |
| CURBING | 0 | 1 | 0 | 1 | 0 |
| GUARD RAIL | 0 | 1 | 0 | 1 | 0 |
| UNKNOWN | 1 | 0 | 0 | 1 | 0 |
| OTHER | 1 | 4 | 0 | 5 | 1 |
| TOTAL | 336 | 124 | 2 | 462 | 100 |

## 1984 PUBLIC BUS INCIDENTS BY ROADWAY SURFACE CONDITIONS 14.5

| SURFACE CONDITION | INCIDENT TYPE | | | TOTAL INCIDENTS | % OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| DRY | 196 | 73 | 2 | 271 | 59 |
| WET | 95 | 37 | 0 | 132 | 29 |
| SNOW | 21 | 5 | 0 | 26 | 6 |
| ICY | 17 | 4 | 0 | 21 | 4 |
| SLUSH | 4 | 3 | 0 | 7 | 2 |
| MUDDY | 1 | 0 | 0 | 1 | 0 |
| UNKNOWN/NOT APPLICABLE | 2 | 2 | 0 | 4 | 0 |
| TOTAL | 336 | 124 | 2 | 462 | 100 |

# SECTION 15

# Commercial Vehicle Incidents

## 1984 COMMERCIAL VEHICLE INCIDENTS

As presented in this report, a commercial vehicle is defined as any motor vehicle or trailer licenced for commercial purposes. Vehicles in this category range from taxis to combination truck units to tractor trailer rigs. As of December 31, 1984, there were 442,352 commercial vehicles licenced in British Columbia.

Commercial vehicles involved in traffic incidents totalled 12,716 in 1984. Seventy-four percent of these vehicles were involved in incidents involving only property damage, 25% in incidents involving personal injury and less than 1% were involved in fatal incidents.

## NUMBER OF COMMERCIAL VEHICLES INVOLVED IN INCIDENTS IN 1984 BY VEHICLE TYPE 15.1

| VEHICLE TYPE | INCIDENT TYPE | | | TOTAL VEHICLES | PERCENT OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| PASSENGER CAR | 2,924 | 1,114 | 15 | 4,053 | 32 |
| CAR & TRAILER | 36 | 10 | 0 | 46 | 0 |
| SINGLE UNIT TRUCK-LIGHT | 3,042 | 894 | 18 | 3,954 | 31 |
| *SINGLE UNIT TRUCK-HEAVY | 962 | 312 | 19 | 1,293 | 10 |
| LIGHT TRUCK/TRAILER | 157 | 45 | 0 | 202 | 2 |
| *HEAVY TRUCK/TRAILER | 303 | 93 | 4 | 400 | 3 |
| *TRACTOR TRAILER | 966 | 286 | 37 | 1,289 | 10 |
| *TRACTOR TRAILER & PUP | 192 | 85 | 9 | 286 | 2 |
| LOGGING TRUCK & POLE TRLR | 60 | 19 | 0 | 79 | 1 |
| SCHOOL BUS | 74 | 23 | 1 | 98 | 1 |
| PUBLIC BUS | 223 | 110 | 2 | 335 | 3 |
| MOTORCYCLE | 5 | 12 | 1 | 18 | 0 |
| MOPED | 0 | 1 | 0 | 1 | 0 |
| BICYCLE | 4 | 14 | 0 | 18 | 0 |
| TRUCK/CAMPER | 186 | 48 | 1 | 235 | 2 |
| TRUCK/CAMPER & TRAILER | 18 | 10 | 0 | 28 | 0 |
| MOTORHOME | 17 | 6 | 0 | 23 | 0 |
| MOTORHOME & TRAILER | 5 | 0 | 0 | 5 | 0 |
| TRAILER ONLY | 14 | 1 | 1 | 16 | 0 |
| ATV - FOUR WHEEL DRIVE | 74 | 20 | 0 | 94 | 0 |
| SNOWMOBILE | 1 | 0 | 0 | 1 | 0 |
| TRAIL BIKE | 1 | 0 | 0 | 1 | 0 |
| FARM VEHICLES | 5 | 3 | 1 | 9 | 0 |
| GENERAL CONSTRUCTION | 62 | 9 | 0 | 71 | 1 |
| ROAD CONSTRUCTION | 33 | 5 | 0 | 38 | 0 |
| SPECIAL VEHICLES | 4 | 2 | 0 | 6 | 0 |
| UNIDENTIFIED VEHICLES | 91 | 22 | 3 | 116 | 1 |
| TOTAL | 9,459 | 3,144 | 113 | 12,716 | 100 |

*These vehicles are defined as weighing 10,900 kg or over.

## VEHICLE TYPE BY PROVINCE OF DRIVER'S LICENCE



## FOR COMMERCIAL VEHICLE INCIDENTS IN 1984

## FATAL INCIDENTS ONLY

| VEHICLE TYPE | CANADA | | | | USA | | TOTAL | % OF TOTAL |
|---|---|---|---|---|---|---|---|---|
| | BC | AL | SA | MA | WA | OTHER USA | | |
| PASSENGER CAR | 12 | 2 | 0 | 0 | 0 | 1 | 15 | 13 |
| SINGLE UNIT TRUCK-LIGHT | 17 | 1 | 0 | 0 | 0 | 0 | 18 | 16 |
| *SINGLE UNIT TRUCK-HEAVY | 19 | 0 | 0 | 0 | 0 | 0 | 19 | 17 |
| *HEAVY TRUCK/TRAILER | 2 | 0 | 0 | 0 | 2 | 2 | 6 | 5 |
| *TRACTOR TRAILER | 24 | 8 | 2 | 1 | 0 | 0 | 35 | 30 |
| *TRACTOR TRAILER & PUP | 4 | 3 | 0 | 0 | 2 | 2 | 11 | 10 |
| PUBLIC BUS | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 2 |
| GENERAL CONSTRUCTION | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| TRUCK/CAMPER | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| OTHER | 5 | 0 | 0 | 0 | 0 | 1 | 6 | 5 |
| TOTAL | 87 | 15 | 2 | 1 | 4 | 6 | 115 | 100 |

*These vehicles are defined as weighing 10,900 kg or over.

## VEHICLE TYPE BY PROVINCE OF DRIVER'S LICENCE FOR COMMERCIAL VEHICLE INCIDENTS IN 1984

### PERSONAL INJURY INCIDENTS ONLY

| VEHICLE TYPE | CANADA | | | | | | | USA | | | | | FOREIGN D.L. | TOTAL | % OF TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | BC | AL | SA | MA | ON | YT | OTHER CANADIAN | WA | OR | CA | ID | OTHER USA | | | |
| PASSENGER CAR | 1,039 | 23 | 2 | 1 | 12 | 0 | 1 | 4 | 0 | 7 | 1 | 33 | 3 | 1,126 | 35 |
| CAR AND TRAILER | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 |
| SINGLE UNIT TRUCK, LIGHT | 846 | 22 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 20 | 2 | 896 | 28 |
| *SINGLE UNIT TRUCK, HEAVY | 292 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 312 | 10 |
| LIGHT TRUCK/TRAILER | 39 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 45 | 2 |
| *HEAVY TRUCK/TRAILER | 77 | 9 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 94 | 3 |
| *TRACTOR TRAILER | 217 | 43 | 1 | 3 | 1 | 2 | 0 | 2 | 1 | 1 | 0 | 19 | 0 | 290 | 9 |
| *TRACTOR TRAILER AND PUP | 53 | 15 | 3 | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 8 | 0 | 88 | 3 |
| LOGGING TRUCK & POLE TRAILER | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 19 | 1 |
| SCHOOL BUS | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 23 | 1 |
| PUBLIC BUS | 104 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 111 | 4 |
| MOTORCYCLE | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 12 | 0 |
| BICYCLE | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 14 | 0 |
| TRUCK/CAMPER | 46 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 48 | 2 |
| TRUCK/TRAILER | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 10 | 2 |
| MOTOR HOME | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| MOTOR HOME AND TRAILER | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TRAILER ONLY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| ATV FOUR WHEEL DRIVE | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 20 | 1 |
| FARM VEHICLES | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| ROAD/GENERAL CONSTRUCTION VEHICLES | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 |
| UNIDENTIFIED VEHICLES | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 |
| OTHER | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 |
| TOTAL | 2,859 | 124 | 8 | 9 | 17 | 4 | 4 | 13 | 1 | 8 | 1 | 114 | 5 | 3,167 | 100 |

*These vehicles are defined as weighing 10,900 kg or over.

## VEHICLE TYPE BY PROVINCE OF DRIVER'S LICENCE FOR COMMERCIAL VEHICLE INCIDENTS IN 1984

### PROPERTY DAMAGE INCIDENTS ONLY

| VEHICLE TYPE | CANADA | | | | | | | USA | | | | | FOREIGN D.L. | TOTAL | % OF TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | BC | AL | SA | MA | ON | YT | OTHER CANADIAN | WA | OR | CA | ID | OTHER USA | | | |
| PASSENGER CAR | 2,639 | 73 | 6 | 3 | 27 | 0 | 5 | 12 | 3 | 3 | 2 | 162 | 9 | 2,944 | 31 |
| CAR AND TRAILER | 34 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 |
| SINGLE UNIT TRUCK, LIGHT | 2,779 | 79 | 5 | 3 | 14 | 3 | 7 | 1 | 0 | 1 | 1 | 149 | 3 | 3,045 | 32 |
| *SINGLE UNIT TRUCK, HEAVY | 869 | 23 | 2 | 1 | 3 | 1 | 1 | 1 | 0 | 3 | 1 | 60 | 2 | 967 | 10 |
| LIGHT TRUCK/TRAILER | 129 | 8 | 3 | 0 | 1 | 0 | 1 | 2 | 1 | 1 | 0 | 15 | 0 | 161 | 2 |
| *HEAVY TRUCK/TRAILER | 252 | 24 | 2 | 0 | 1 | 2 | 0 | 5 | 0 | 0 | 0 | 22 | 0 | 308 | 4 |
| *TRACTOR TRAILER | 719 | 111 | 9 | 13 | 6 | 4 | 0 | 20 | 3 | 4 | 2 | 104 | 0 | 995 | 11 |
| *TRACTOR TRAILER AND PUP | 135 | 29 | 6 | 3 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 18 | 0 | 201 | 2 |
| LOGGING TRUCK & POLE TRAILER | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 60 | 1 |
| SCHOOL BUS | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 7 | 0 | 78 | 1 |
| PUBLIC BUS | 205 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 224 | 2 |
| MOTORCYCLE | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 |
| BICYCLE | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| TRUCK/CAMPER | 163 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 2 | 186 | 2 |
| TRUCK/TRAILER | 15 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 18 | 0 |
| MOTOR HOME | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 17 | 0 |
| MOTOR HOME AND TRAILER | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 6 | 0 |
| TRAILER ONLY | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 14 | 0 |
| ATV - TRAIL BIKE | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| - FOUR WHEEL DRIVE | 69 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 74 | 1 |
| FARM VEHICLE | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 |
| ROAD/GENERAL CONSTRUCTION VEHICLES | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 95 | 1 |
| SPECIAL VEHICLES | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| UNIDENTIFIED VEHICLES | 35 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 37 | 0 |
| OTHER | 35 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 44 | 1 |
| TOTAL | 8,334 | 360 | 35 | 26 | 56 | 11 | 14 | 57 | 7 | 12 | 6 | 605 | 18 | 9,541 | 100 |

*These vehicles are defined as weighing 10,900 kg or over.

# SECTION 16

## Police Jurisdiction Reports - Incident and Victim Summaries by Jurisdiction

16.1

# 1984 TRAFFIC INCIDENTS BY POLICE JURISDICTIONS

## KELOWNA SUBDIVISION RCMP

| POLICE JURISDICTION | TOTAL INCIDENTS | FATAL INCIDENTS | | INJURY INCIDENTS | | PROPERTY DAMAGE INCIDENTS | | VICTIMS KILLED | VICTIMS INJURED |
|---|---|---|---|---|---|---|---|---|---|
| | | NUMBER | % OF TOTAL/LOCATION | NUMBER | % OF TOTAL/LOCATION | NUMBER | % OF TOTAL/LOCATION | | |
| ARMSTRONG | 154 | 5 | 3.25 | 38 | 24.68 | 111 | 72.08 | 7 | 61 |
| ENDERBY | 144 | 3 | 2.08 | 45 | 31.25 | 96 | 66.67 | 3 | 66 |
| FALKLAND | 85 | 3 | 3.53 | 25 | 29.41 | 57 | 67.06 | 5 | 49 |
| KELOWNA (RURAL) | 632 | 7 | 1.11 | 186 | 29.43 | 439 | 69.46 | 7 | 274 |
| KELOWNA (MUN.) | 1,700 | 6 | .35 | 478 | 28.12 | 1,216 | 71.53 | 6 | 645 |
| KEREMEOS | 145 | 0 | .00 | 57 | 39.31 | 88 | 60.69 | 0 | 83 |
| LUMBY | 123 | 0 | .00 | 36 | 29.27 | 87 | 70.73 | 0 | 45 |
| OLIVER | 210 | 2 | .95 | 44 | 20.95 | 164 | 78.10 | 2 | 65 |
| OSOYOOS | 157 | 1 | .64 | 39 | 24.84 | 117 | 74.52 | 1 | 48 |
| PENTICTON (RURAL) | 198 | 3 | 1.52 | 69 | 34.85 | 126 | 63.64 | 3 | 102 |
| PENTICTON (MUN.) | 645 | 4 | .62 | 147 | 22.79 | 494 | 76.59 | 5 | 183 |
| PRINCETON | 390 | 6 | 1.54 | 95 | 24.36 | 289 | 74.10 | 7 | 160 |
| REVELSTOKE | 463 | 3 | .65 | 112 | 24.19 | 348 | 75.16 | 3 | 168 |
| SALMON ARM (RURAL) | 116 | 3 | 2.59 | 36 | 31.03 | 77 | 66.38 | 3 | 52 |
| SALMON ARM (MUN.) | 289 | 3 | 1.04 | 60 | 20.76 | 226 | 78.20 | 3 | 93 |
| SICAMOUS | 140 | 2 | 1.43 | 35 | 25.00 | 103 | 73.57 | 2 | 57 |
| SUMMERLAND (MUN.) | 151 | 0 | .00 | 42 | 27.81 | 109 | 72.19 | 0 | 68 |
| VERNON (RURAL) | 394 | 6 | 1.52 | 136 | 34.52 | 252 | 63.96 | 8 | 222 |
| VERNON (MUN.) | 710 | 2 | .28 | 172 | 24.23 | 536 | 75.49 | 2 | 231 |
| UNKNOWN | 4 | 0 | .00 | 1 | 25.00 | 3 | 75.00 | 0 | 1 |
| TOTAL | 6,850 | 59 | 0.86 | 1,853 | 27.05 | 4,938 | 72.09 | 67 | 2,673 |

# 1984 TRAFFIC INCIDENTS BY POLICE JURISDICTIONS

## KAMLOOPS SUBDIVISION RCMP

| POLICE JURISDICTION | TOTAL INCIDENTS | FATAL INCIDENTS | | INJURY INCIDENTS | | PROPERTY DAMAGE INCIDENTS | | VICTIMS KILLED | VICTIMS INJURED |
|---|---|---|---|---|---|---|---|---|---|
| | | NUMBER | % OF TOTAL/LOCATION | NUMBER | % OF TOTAL/LOCATION | NUMBER | % OF TOTAL/LOCATION | | |
| ALEXIS CREEK | 86 | 2 | 2.33 | 17 | 19.77 | 67 | 77.91 | 3 | 39 |
| ANAHIM LAKE | 37 | 0 | .00 | 14 | 37.84 | 23 | 62.16 | 0 | 27 |
| ASHCROFT | 169 | 5 | 2.96 | 33 | 19.53 | 131 | 77.51 | 7 | 60 |
| BARRIERE | 122 | 1 | .82 | 34 | 27.87 | 87 | 71.31 | 1 | 50 |
| BLUE RIVER | 38 | 1 | 2.63 | 6 | 15.79 | 31 | 81.58 | 1 | 15 |
| CHASE | 195 | 2 | 1.03 | 57 | 29.23 | 136 | 69.74 | 4 | 86 |
| CLEARWATER | 177 | 4 | 2.26 | 36 | 20.34 | 137 | 77.40 | 5 | 55 |
| CLINTON | 138 | 0 | .00 | 42 | 30.43 | 96 | 69.57 | 0 | 71 |
| KAMLOOPS (RURAL) | 236 | 4 | 1.69 | 89 | 37.71 | 143 | 60.59 | 8 | 130 |
| KAMLOOPS (MUN.) | 1,869 | 10 | .54 | 448 | 23.97 | 1,411 | 75.49 | 11 | 639 |
| LILLOOET | 162 | 3 | 1.85 | 45 | 27.78 | 114 | 70.37 | 3 | 69 |
| LOGAN LAKE | 56 | 0 | .00 | 12 | 21.43 | 44 | 78.57 | 0 | 21 |
| LYTTON | 118 | 2 | 1.69 | 36 | 30.51 | 80 | 67.80 | 3 | 59 |
| MERRITT (RURAL) | 160 | 3 | 1.87 | 54 | 33.75 | 103 | 64.37 | 5 | 96 |
| MERRITT (MUN.) | 165 | 2 | 1.21 | 27 | 16.36 | 136 | 82.42 | 2 | 38 |
| 100 MILE HOUSE | 408 | 4 | .98 | 105 | 25.74 | 299 | 73.28 | 5 | 178 |
| SPENCES BRIDGE | 65 | 4 | 6.15 | 27 | 41.54 | 34 | 52.31 | 5 | 37 |
| VALEMOUNT | 116 | 0 | .00 | 39 | 33.62 | 77 | 66.38 | 0 | 62 |
| WILLIAMS LAKE(RUR.) | 403 | 10 | 2.48 | 135 | 33.50 | 258 | 64.02 | 12 | 218 |
| WILLIAMS LAKE(MUN.) | 603 | 3 | .50 | 93 | 15.42 | 507 | 84.08 | 3 | 125 |
| UNKNOWN | 1 | 0 | .00 | 1 | 100.00 | 0 | .00 | 0 | 1 |
| TOTAL | 5,324 | 60 | 1.13 | 1,350 | 25.35 | 3,914 | 73.52 | 78 | 2,076 |

# 1984 TRAFFIC INCIDENTS BY POLICE JURISDICTIONS

## NELSON SUBDIVISION RCMP

| POLICE JURISDICTION | TOTAL INCIDENTS | FATAL INCIDENTS | | INJURY INCIDENTS | | PROPERTY DAMAGE INCIDENTS | | VICTIMS KILLED | VICTIMS INJURED |
|---|---|---|---|---|---|---|---|---|---|
| | | NUMBER | % OF TOTAL/LOCATION | NUMBER | % OF TOTAL/LOCATION | NUMBER | % OF TOTAL/LOCATION | | |
| CASTLEGAR (RURAL) | 152 | 1 | .66 | 47 | 30.92 | 104 | 68.42 | 2 | 64 |
| CASTLEGAR (MUN.) | 178 | 0 | .00 | 42 | 23.60 | 136 | 76.40 | 0 | 56 |
| CRANBROOK (RURAL) | 271 | 6 | 2.21 | 61 | 22.51 | 204 | 75.28 | 10 | 119 |
| CRANBROOK (MUN.) | 431 | 1 | .23 | 62 | 14.39 | 3689 | 85.38 | 1 | 80 |
| CRESCENT VALLEY | 103 | 1 | .97 | 33 | 32.04 | 69 | 66.99 | 1 | 57 |
| CRESTON | 359 | 2 | .56 | 94 | 26.18 | 263 | 73.26 | 2 | 130 |
| ELKFORD | 28 | 0 | .00 | 10 | 35.71 | 18 | 64.29 | 0 | 10 |
| FERNIE | 296 | 3 | 1.01 | 59 | 19.93 | 234 | 79.05 | 3 | 92 |
| FIELD | 46 | 0 | .00 | 10 | 21.74 | 36 | 78.26 | 0 | 17 |
| FRUITVALE | 92 | 1 | 1.09 | 22 | 23.91 | 69 | 75.00 | 1 | 35 |
| GOLDEN | 405 | 5 | 1.23 | 92 | 22.72 | 308 | 76.05 | 5 | 150 |
| GRAND FORKS | 259 | 0 | .00 | 59 | 22.78 | 200 | 77.22 | 0 | 79 |
| INVERMERE | 242 | 0 | .00 | 47 | 19.42 | 195 | 80.58 | 0 | 66 |
| KASLO | 60 | 1 | 1.67 | 14 | 22.33 | 45 | 75.00 | 1 | 17 |
| KIMBERLEY (RURAL) | 121 | 2 | 1.65 | 27 | 22.31 | 92 | 76.03 | 3 | 39 |
| KIMBERLEY (MUN.) | 107 | 0 | .00 | 21 | 19.63 | 86 | 80.37 | 0 | 27 |
| MIDWAY | 89 | 1 | 1.12 | 15 | 16.85 | 73 | 82.02 | 1 | 24 |
| NAKUSP | 129 | 1 | .78 | 22 | 17.05 | 106 | 82.17 | 1 | 31 |
| NELSON | 164 | 1 | .61 | 34 | 20.73 | 129 | 78.66 | 1 | 49 |
| NEW DENVER | 42 | 0 | .00 | 9 | 21.43 | 33 | 78.57 | 0 | 12 |
| RADIUM | 153 | 1 | .65 | 35 | 22.88 | 117 | 76.47 | 1 | 50 |
| ROSSLAND | 88 | 0 | .00 | 19 | 21.59 | 69 | 78.41 | 0 | 26 |
| SALMO | 104 | 3 | 2.88 | 21 | 20.19 | 80 | 76.92 | 3 | 28 |
| SPARWOOD | 220 | 1 | .45 | 40 | 18.18 | 179 | 81.36 | 1 | 57 |
| TRAIL (RURAL) | 96 | 0 | .00 | 19 | 19.79 | 77 | 80.21 | 0 | 27 |
| TRAIL (MUN.) | 282 | 1 | .35 | 42 | 14.89 | 239 | 84.75 | 1 | 59 |
| TOTAL | 4,517 | 32 | 0.71 | 956 | 21.16 | 3,529 | 78.13 | 38 | 1,401 |

## 1984 TRAFFIC INCIDENTS BY POLICE JURISDICTIONS

### PRINCE GEORGE SUBDIVISON RCMP

| POLICE JURISDICTION | TOTAL INCIDENTS | FATAL INCIDENTS | | INJURY INCIDENTS | | PROPERTY DAMAGE INCIDENTS | | VICTIMS KILLED | VICTIMS INJURED |
|---|---|---|---|---|---|---|---|---|---|
| | | NUMBER | % OF TOTAL/LOCATION | NUMBER | % OF TOTAL/LOCATION | NUMBER | % OF TOTAL/LOCATION | | |
| BURNS LAKE | 203 | 2 | .99 | 57 | 28.08 | 144 | 70.94 | 5 | 88 |
| CHETWYND | 250 | 1 | .40 | 68 | 27.20 | 181 | 72.40 | 1 | 95 |
| DAWSON CREEK (RUR.) | 199 | 3 | 1.51 | 53 | 26.63 | 143 | 71.86 | 4 | 91 |
| DAWSON CREEK (MUN.) | 395 | 1 | .25 | 46 | 11.65 | 348 | 88.10 | 1 | 61 |
| FORT NELSON | 275 | 2 | .73 | 65 | 23.64 | 208 | 75.64 | 4 | 95 |
| FORT ST. JAMES | 106 | 0 | .00 | 29 | 27.36 | 77 | 72.64 | 0 | 55 |
| FORT ST JOHN (RUR.) | 303 | 6 | 1.98 | 64 | 21.12 | 233 | 76.90 | 7 | 98 |
| FORT ST JOHN (MUN.) | 379 | 0 | .00 | 58 | 15.30 | 321 | 84.70 | 0 | 73 |
| FRASER LAKE | 85 | 3 | 3.53 | 25 | 29.41 | 57 | 67.06 | 4 | 40 |
| HUDSON HOPE | 35 | 0 | .00 | 9 | 25.71 | 26 | 74.29 | 0 | 12 |
| MACKENZIE (RURAL) | 87 | 1 | 1.15 | 29 | 33.33 | 57 | 65.52 | 2 | 54 |
| MACKENZIE (MUN.) | 89 | 0 | .00 | 14 | 15.73 | 75 | 84.27 | 0 | 21 |
| MCBRIDE | 114 | 2 | 1.75 | 30 | 26.32 | 82 | 71.93 | 3 | 44 |
| PRINCE GEORGE(RUR.) | 445 | 5 | 1.12 | 162 | 36.40 | 278 | 62.47 | 5 | 257 |
| PRINCE GEORGE(MUN.) | 2,360 | 11 | .47 | 405 | 17.16 | 1,944 | 82.37 | 11 | 582 |
| QUESNEL (RURAL) | 328 | 4 | 1.22 | 110 | 33.54 | 214 | 65.24 | 10 | 160 |
| QUESNEL (MUN.) | 417 | 2 | .48 | 88 | 21.10 | 327 | 78.42 | 2 | 116 |
| TUMBLER RIDGE | 137 | 1 | .73 | 37 | 27.01 | 99 | 72.26 | 1 | 55 |
| VANDERHOOF | 216 | 2 | .93 | 61 | 28.24 | 153 | 70.83 | 2 | 97 |
| WELLS | 27 | 1 | 3.70 | 10 | 37.04 | 16 | 59.26 | 1 | 14 |
| WATSON LAKE/TESLIN | 19 | 0 | .00 | 5 | 26.32 | 14 | 73.68 | 0 | 8 |
| UNKNOWN | 5 | 0 | .00 | 1 | 20.00 | 4 | 80.00 | 0 | 2 |
| TOTAL | 6,474 | 47 | 0.73 | 1,426 | 22.03 | 5,001 | 77.24 | 63 | 2,118 |

# 1984 TRAFFIC INCIDENTS BY POLICE JURISDICTIONS

## PRINCE RUPERT SUBDIVISON RCMP

| POLICE JURISDICTION | TOTAL INCIDENTS | FATAL INCIDENTS | | INJURY INCIDENTS | | PROPERTY DAMAGE INCIDENTS | | VICTIMS KILLED | VICTIMS INJURED |
|---|---|---|---|---|---|---|---|---|---|
| | | NUMBER | % OF TOTAL/LOCATION | NUMBER | % OF TOTAL/LOCATION | NUMBER | % OF TOTAL/LOCATION | | |
| ATLIN | 17 | 0 | .00 | 5 | 29.41 | 12 | 70.59 | 0 | 9 |
| BELLA BELLA | 1 | 0 | .00 | 1 | 100.00 | 0 | .00 | 0 | 1 |
| BELLA COOLA | 45 | 0 | .00 | 13 | 28.89 | 32 | 71.11 | 0 | 16 |
| CASSIAR | 70 | 0 | .00 | 23 | 32.86 | 47 | 67.14 | 0 | 38 |
| DEASE LK/TELEGRAPH | 57 | 0 | .00 | 21 | 36.84 | 36 | 63.16 | 0 | 34 |
| GRANISLE | 16 | 1 | 6.25 | 5 | 31.25 | 10 | 62.50 | 2 | 6 |
| HAZELTON | 185 | 4 | 2.16 | 67 | 36.22 | 114 | 61.62 | 5 | 104 |
| HOUSTON | 196 | 1 | 0.51 | 40 | 20.41 | 155 | 79.08 | 1 | 56 |
| KITIMAT (RURAL) | 35 | 1 | 2.86 | 8 | 22.86 | 26 | 74.29 | 1 | 14 |
| KITIMAT (MUN.) | 186 | 0 | .00 | 40 | 21.51 | 146 | 78.49 | 0 | 55 |
| MASSETT | 80 | 1 | 1.25 | 24 | 30.00 | 55 | 68.75 | 1 | 31 |
| NEW AIYANSH | 29 | 0 | .00 | 7 | 24.14 | 22 | 75.86 | 0 | 9 |
| PRINCE RUPERT(RUR.) | 85 | 2 | 2.35 | 30 | 35.29 | 53 | 62.35 | 2 | 52 |
| PRINCE RUPERT(MUN.) | 433 | 1 | .23 | 81 | 18.71 | 351 | 81.06 | 1 | 95 |
| QUEEN CHAR. CITY | 93 | 1 | 1.08 | 19 | 20.43 | 73 | 78.49 | 1 | 25 |
| SMITHERS | 310 | 4 | 1.29 | 63 | 20.32 | 243 | 78.39 | 5 | 95 |
| STEWART | 59 | 2 | 3.39 | 22 | 37.29 | 35 | 59.32 | 2 | 29 |
| TERRACE (RURAL) | 217 | 2 | .92 | 75 | 34.56 | 140 | 64.52 | 4 | 126 |
| TERRACE (MUN.) | 285 | 0 | .00 | 57 | 20.00 | 228 | 80.00 | 0 | 76 |
| UNKNOWN | 4 | 0 | .00 | 2 | 50.00 | 2 | 50.00 | 0 | 5 |
| TOTAL | 2,403 | 20 | 0.83 | 603 | 25.09 | 1,780 | 74.08 | 25 | 876 |

## 1984 TRAFFIC INCIDENTS BY POLICE JURISDICTIONS
## LOWER MAINLAND SUBDIVISION RCMP

| POLICE JURISDICTION | TOTAL INCIDENTS | FATAL INCIDENTS | | INJURY INCIDENTS | | PROPERTY DAMAGE INCS. | | VICTIMS KILLED | VICTIMS INJURED |
|---|---|---|---|---|---|---|---|---|---|
| | | NUMBER | % OF TOTAL/LOCATION | NUMBER | % OF TOTAL/LOCATION | NUMBER | % OF TOTAL/LOCATION | | |
| ABBOTSFORD (RURAL) | 20 | 0 | .00 | 4 | 20.00 | 16 | 80.00 | 0 | 4 |
| ABBOTSFORD (MUN.) | 515 | 1 | .19 | 111 | 21.55 | 403 | 78.25 | 1 | 154 |
| AGASSIZ | 272 | 9 | 3.31 | 71 | 26.10 | 192 | 70.59 | 10 | 120 |
| BOSTON BAR | 155 | 3 | 1.94 | 44 | 28.39 | 108 | 69.68 | 3 | 67 |
| BOWEN IS.(MARINE) | 25 | 0 | .00 | 4 | 16.00 | 21 | 84.00 | 0 | 4 |
| BURNABY | 5,883 | 9 | .15 | 1,384 | 23.53 | 4,490 | 76.32 | 9 | 1,849 |
| CHILLIWACK (RURAL) | 114 | 1 | .88 | 36 | 31.58 | 77 | 67.54 | 1 | 62 |
| CHILLIWACK (MUN.) | 1,168 | 1 | .09 | 293 | 25.09 | 874 | 74.83 | 1 | 388 |
| COQUITLAM (RURAL) | 291 | 3 | 1.03 | 86 | 29.55 | 202 | 69.42 | 3 | 124 |
| COQUITLAM (MUN.) | 1,623 | 7 | .43 | 413 | 25.45 | 1,203 | 74.12 | 7 | 589 |
| GIBSONS | 226 | 1 | .44 | 65 | 28.76 | 160 | 70.80 | 1 | 86 |
| HOPE | 539 | 8 | 1.48 | 139 | 25.79 | 392 | 72.73 | 10 | 215 |
| LANGLEY CITY | 676 | 0 | .00 | 179 | 26.48 | 497 | 73.52 | 0 | 233 |
| LANGLEY TOWNSHIP | 1,101 | 5 | .45 | 351 | 31.88 | 745 | 67.67 | 5 | 544 |
| MAPLE RIDGE (RURAL) | 198 | 3 | 1.52 | 43 | 21.72 | 152 | 76.77 | 4 | 63 |
| MAPLE RIDGE (MUN.) | 983 | 5 | .51 | 207 | 21.06 | 771 | 78.43 | 6 | 293 |
| MISSION (RURAL) | 83 | 0 | .00 | 24 | 28.92 | 59 | 71.08 | 0 | 26 |
| MISSION (MUN.) | 508 | 4 | .79 | 111 | 21.85 | 393 | 77.36 | 4 | 149 |
| N. VANCOUVER (CITY) | 1,279 | 1 | .08 | 262 | 20.48 | 1,016 | 79.44 | 1 | 339 |
| N. VANCOUVER (DIST) | 1,378 | 1 | .07 | 274 | 19.88 | 1,103 | 80.04 | 2 | 341 |
| PEMBERTON | 94 | 1 | 1.06 | 29 | 30.85 | 64 | 68.09 | 1 | 45 |
| PORT COQUITLAM | 717 | 3 | .42 | 192 | 26.78 | 522 | 72.80 | 3 | 267 |
| RICHMOND | 3,171 | 2 | .06 | 801 | 25.26 | 2,368 | 74.68 | 2 | 1,067 |
| SECHELT | 212 | 0 | .00 | 61 | 28.77 | 151 | 71.23 | 0 | 80 |
| SQUAMISH (RURAL) | 164 | 1 | .61 | 57 | 34.76 | 106 | 64.63 | 2 | 88 |
| SQUAMISH (MUN.) | 230 | 6 | 2.61 | 55 | 23.91 | 169 | 73.48 | 8 | 91 |
| SURREY (RURAL) | 4 | 0 | .00 | 0 | .00 | 4 | 100.00 | 0 | 0 |
| SURREY (MUN.) | 5,145 | 22 | .43 | 1,585 | 30.81 | 3,538 | 68.77 | 26 | 2,360 |
| UNIT A FWY/RTE 99 | 425 | 5 | 1.18 | 129 | 30.35 | 291 | 68.47 | 6 | 216 |
| UNIT B FWY/RTE 1 | 1,130 | 6 | .53 | 412 | 36.46 | 712 | 63.01 | 6 | 641 |
| UNIT C FWY/CHLWK | 227 | 5 | 2.20 | 78 | 34.36 | 144 | 63.44 | 8 | 159 |
| UNIVERSITY | 343 | 1 | .29 | 68 | 19.83 | 274 | 79.88 | 1 | 87 |
| WHISTLER | 191 | 0 | .00 | 26 | 13.61 | 165 | 86.39 | 0 | 52 |
| WHITE ROCK | 366 | 0 | .00 | 64 | 17.49 | 302 | 82.51 | 0 | 96 |
| UNKNOWN | 5 | 0 | .00 | 3 | .60 | 2 | .40 | 0 | 4 |
| TOTAL | 29,461 | 114 | 0.39 | 7,661 | 26.00 | 21,686 | 73.61 | 131 | 10,903 |

16.7

# 1984 TRAFFIC INCIDENTS BY POLICE JURISDICTIONS

## VICTORIA SUBDIVISION RCMP

| POLICE JURISDICTION | TOTAL INCIDENTS | FATAL INCIDENTS | | INJURY INCIDENTS | | PROPERTY DAMAGE INCIDENTS | | VICTIMS KILLED | VICTIMS INJURED |
|---|---|---|---|---|---|---|---|---|---|
| | | NUMBER | % OF TOTAL/LOCATION | NUMBER | % OF TOTAL/LOCATION | NUMBER | % OF TOTAL/LOCATION | | |
| CHEMAINUS | 147 | 2 | 1.36 | 35 | 23.81 | 110 | 74.83 | 3 | 51 |
| COLWOOD | 842 | 2 | .24 | 281 | 33.37 | 559 | 66.39 | 2 | 388 |
| DUNCAN | 422 | 2 | .47 | 131 | 31.04 | 289 | 68.48 | 2 | 187 |
| DUNCAN (N. COWICHN) | 297 | 3 | 1.01 | 91 | 30.64 | 203 | 68.35 | 3 | 133 |
| GABRIOLA ISLAND | 53 | 0 | .00 | 16 | 30.19 | 37 | 69.81 | 0 | 24 |
| GANGES | 137 | 2 | 1.46 | 45 | 32.85 | 90 | 65.69 | 2 | 60 |
| LADYSMITH | 177 | 3 | 1.69 | 57 | 32.20 | 117 | 66.10 | 5 | 87 |
| LAKE COWICHAN | 116 | 2 | 1.72 | 34 | 29.31 | 80 | 68.97 | 3 | 47 |
| NANAIMO (RURAL) | 174 | 2 | 1.15 | 53 | 30.46 | 119 | 68.39 | 2 | 76 |
| NANAIMO (MUN.) | 1,541 | 5 | .32 | 425 | 27.58 | 1,111 | 72.10 | 5 | 594 |
| PENDER ISLAND | 24 | 0 | .00 | 6 | 25.00 | 18 | 75.00 | 0 | 8 |
| SHAWNIGAN LAKE | 222 | 1 | .45 | 71 | 31.98 | 150 | 67.57 | 1 | 87 |
| SIDNEY (RURAL) | 22 | 0 | .00 | 8 | 36.36 | 14 | 63.64 | 0 | 12 |
| SIDNEY (MUN.) | 307 | 2 | .65 | 77 | 25.08 | 228 | 74.27 | 2 | 105 |
| SOOKE | 205 | 1 | .49 | 86 | 41.95 | 118 | 57.56 | 1 | 116 |
| TOTAL | 4,686 | 27 | 0.58 | 1,416 | 30.22 | 3,243 | 69.20 | 31 | 1,975 |

# 1984 TRAFFIC INCIDENTS BY POLICE JURISDICTIONS

## COURTENAY SUBDIVISION RCMP

| POLICE JURISDICTION | TOTAL INCIDENTS | FATAL INCIDENTS | | INJURY INCIDENTS | | PROPERTY DAMAGE INCIDENTS | | VICTIMS KILLED | VICTIMS INJURED |
|---|---|---|---|---|---|---|---|---|---|
| | | NUMBER | % OF TOTAL/LOCATION | NUMBER | % OF TOTAL/LOCATION | NUMBER | % OF TOTAL/LOCATION | | |
| ALERT BAY | 30 | 0 | .00 | 5 | 16.67 | 25 | 83.33 | 0 | 6 |
| CAMPBELL RIVER(RUR) | 221 | 0 | .00 | 74 | 33.48 | 147 | 66.52 | 0 | 115 |
| CAMPBELL RIVER(MUN) | 530 | 1 | .19 | 129 | 24.34 | 400 | 75.47 | 1 | 173 |
| COMOX (MUN.) | 108 | 0 | .00 | 29 | 26.85 | 79 | 73.15 | 0 | 46 |
| COURTENAY (RURAL) | 520 | 5 | .96 | 166 | 31.92 | 349 | 67.12 | 6 | 329 |
| COURTENAY (MUN.) | 406 | 0 | .00 | 101 | 24.88 | 305 | 75.12 | 0 | 133 |
| GOLD RIVER | 64 | 2 | 3.13 | 20 | 31.25 | 42 | 65.63 | 2 | 31 |
| PARKSVILLE | 529 | 7 | 1.32 | 136 | 25.71 | 386 | 72.97 | 9 | 192 |
| PORT ALBERNI (RUR) | 273 | 2 | .73 | 102 | 37.36 | 169 | 61.90 | 2 | 150 |
| PORT ALBERNI (MUN) | 499 | 1 | .20 | 98 | 19.64 | 400 | 80.16 | 1 | 123 |
| PORT ALICE | 54 | 0 | .00 | 10 | 18.52 | 44 | 81.48 | 0 | 16 |
| PORT HARDY | 258 | 2 | .78 | 61 | 23.64 | 195 | 75.58 | 2 | 97 |
| PORT MCNEILL | 160 | 2 | 1.25 | 44 | 27.50 | 114 | 71.25 | 2 | 61 |
| POWELL RIVER(RURAL) | 106 | 2 | 1.89 | 37 | 34.91 | 67 | 63.21 | 2 | 68 |
| POWELL RIVER (MUN) | 240 | 1 | .42 | 52 | 21.67 | 187 | 77.92 | 1 | 69 |
| QUADRA | 55 | 0 | .00 | 8 | 14.55 | 47 | 85.45 | 0 | 10 |
| SAYWARD | 96 | 0 | .00 | 27 | 28.13 | 69 | 71.88 | 0 | 46 |
| TAHSIS | 36 | 0 | .00 | 2 | 5.56 | 34 | 94.44 | 0 | 2 |
| TOFINO | 41 | 0 | .00 | 12 | 29.27 | 29 | 70.73 | 0 | 18 |
| UCLUELET | 119 | 0 | .00 | 22 | 18.49 | 97 | 81.51 | 0 | 34 |
| TOTAL | 4,345 | 25 | 0.58 | 1,135 | 26.12 | 3,185 | 73.30 | 28 | 1,719 |

16.9(a)

# 1984 TRAFFIC INCIDENTS BY POLICE JURISDICTIONS

## MUNICIPAL FORCES

| POLICE JURISDICTION | TOTAL INCIDENTS | FATAL INCIDENTS | | INJURY INCIDENTS | | PROPERTY DAMAGE INCIDENTS | | VICTIMS KILLED | VICTIMS INJURED |
|---|---|---|---|---|---|---|---|---|---|
| | | NUMBER | % OF TOTAL/LOCATION | NUMBER | % OF TOTAL/LOCATION | NUMBER | % OF TOTAL/LOCATION | | |
| VANCOUVER CITY | 23,052 | 27 | .12 | 3,374 | 14.64 | 19,651 | 85.25 | 28 | 4,381 |
| VICTORIA CITY | 1,988 | 6 | .30 | 748 | 37.63 | 1,234 | 62.07 | 6 | 921 |
| SAANICH | 1,650 | 10 | .61 | 472 | 28.61 | 1,168 | 70.79 | 10 | 639 |
| CENTRAL SAANICH | 193 | 3 | 1.55 | 58 | 30.05 | 132 | 68.39 | 3 | 85 |
| ESQUIMALT | 349 | 0 | .00 | 108 | 30.95 | 241 | 69.05 | 0 | 138 |
| OAK BAY | 209 | 0 | .00 | 69 | 33.01 | 140 | 66.99 | 0 | 87 |
| DELTA | 1,692 | 4 | .24 | 401 | 23.70 | 1,287 | 76.06 | 4 | 561 |
| MATSQUI | 1,333 | 3 | .23 | 394 | 29.56 | 936 | 70.22 | 3 | 615 |
| NEW WESTMINSTER | 2,059 | 6 | .29 | 476 | 23.12 | 1,577 | 76.59 | 6 | 653 |
| WEST VANCOUVER | 1,201 | 4 | .33 | 274 | 22.81 | 923 | 76.85 | 4 | 369 |
| NELSON | 234 | 0 | .00 | 37 | 15.81 | 197 | 84.19 | 0 | 41 |
| PORT MOODY | 406 | 0 | .00 | 120 | 29.56 | 286 | 70.44 | 0 | 163 |
| TOTAL | 34,366 | 63 | 0.18 | 6,531 | 19.01 | 27,772 | 80.81 | 64 | 8,653 |

16.9(b)

## 1984 TRAFFIC INCIDENTS BY POLICE JURISDICTIONS

### OTHER POLICE FORCES

| POLICE JURISDICTION | TOTAL INCIDENTS | FATAL INCIDENTS | | INJURY INCIDENTS | | PROPERTY DAMAGE INCIDENTS | | VICTIMS KILLED | VICTIMS INJURED |
|---|---|---|---|---|---|---|---|---|---|
| | | NUMBER | % OF TOTAL/LOCATION | NUMBER | % OF TOTAL/LOCATION | NUMBER | % OF TOTAL/LOCATION | | |
| NATIONAL HARBOURS BOARD | 21 | 0 | 0.00 | 6 | 28.57 | 15 | 71.43 | 0 | 7 |
| MILITARY POLICE | 59 | 0 | 0.00 | 9 | 15.25 | 50 | 84.75 | 0 | 12 |
| TOTAL | 80 | 0 | 0.00 | 15 | 18.75 | 65 | 81.25 | 0 | 19 |

# SECTION 17

## Police Jurisdiction Reports - Hit and Run Incidents by Jurisdiction

## 1984 KELOWNA SUB-DIVISION HIT & RUN INCIDENTS



| POLICE JURISDICTION | INCIDENT TYPE | | | TOTAL INCIDENTS | % OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| ARMSTRONG | 12 | 0 | 0 | 12 | 2 |
| ENDERBY | 10 | 1 | 0 | 11 | 2 |
| FALKLAND | 1 | 0 | 0 | 1 | 0 |
| KELOWNA (RURAL) | 32 | 5 | 0 | 37 | 6 |
| KELOWNA (MUN.) | 143 | 14 | 1 | 158 | 26 |
| KEREMEOS | 5 | 1 | 0 | 6 | 1 |
| LUMBY | 10 | 0 | 0 | 10 | 2 |
| OLIVER | 19 | 0 | 0 | 19 | 3 |
| OSOYOOS | 7 | 1 | 0 | 8 | 1 |
| PENTICTON (RURAL) | 5 | 0 | 0 | 5 | 1 |
| PENTICTON | 79 | 5 | 0 | 84 | 14 |
| PRINCETON | 24 | 1 | 1 | 26 | 4 |
| REVELSTOKE | 60 | 3 | 0 | 63 | 11 |
| SALMON ARM (RURAL) | 3 | 0 | 0 | 3 | 0 |
| SALMON ARM (MUN.) | 33 | 1 | 1 | 35 | 6 |
| SICAMOUS | 14 | 0 | 0 | 14 | 2 |
| SUMMERLAND (MUN.) | 15 | 3 | 0 | 18 | 3 |
| VERNON RURAL | 16 | 2 | 0 | 18 | 3 |
| VERNON (MUN.) | 67 | 9 | 0 | 76 | 13 |
| UNKNOWN | 1 | 0 | 0 | 1 | 0 |
| TOTAL | 556 | 46 | 3 | 605 | 100 |

## 1984 KAMLOOPS SUB-DIVISION HIT & RUN INCIDENTS



| POLICE JURISDICTION | INCIDENT TYPE | | | TOTAL INCIDENTS | % OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| ALEXIS | 6 | 0 | 0 | 6 | 1 |
| ANAHIM LAKE | 3 | 0 | 0 | 3 | 0 |
| ASHCROFT | 16 | 0 | 0 | 16 | 3 |
| BARRIERE | 1 | 0 | 0 | 1 | 0 |
| BLUE RIVER | 0 | 0 | 0 | 0 | 0 |
| CHASE | 11 | 0 | 0 | 11 | 2 |
| CLEARWATER | 7 | 0 | 0 | 7 | 1 |
| CLINTON | 2 | 0 | 0 | 2 | 0 |
| KAMLOOPS (RURAL) | 2 | 3 | 0 | 5 | 1 |
| KAMLOOPS (MUN.) | 307 | 20 | 0 | 327 | 51 |
| LILLOOET | 9 | 1 | 0 | 10 | 2 |
| LOGAN LAKE | 4 | 0 | 0 | 4 | 0 |
| LYTTON | 2 | 0 | 0 | 2 | 0 |
| MERRITT (RURAL) | 6 | 0 | 0 | 6 | 1 |
| MERRITT (MUN.) | 31 | 1 | 0 | 32 | 5 |
| 100 MILE HOUSE | 42 | 1 | 0 | 43 | 7 |
| SPENCES BRIDGE | 1 | 0 | 0 | 1 | 0 |
| VALEMOUNT | 6 | 0 | 0 | 6 | 1 |
| WILLIAMS LAKE(RUR.) | 16 | 3 | 0 | 19 | 3 |
| WILLIAMS LAKE(MUN.) | 133 | 7 | 0 | 140 | 22 |
| TOTAL | 605 | 36 | 0 | 641 | 100 |

| POLICE JURISDICTION | INCIDENT TYPE | | | TOTAL INCIDENT | % OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| CASTLEGAR (RURAL) | 5 | 0 | 0 | 5 | 1 |
| CASTLEGAR (MUN.) | 26 | 1 | 0 | 27 | 8 |
| CRANBROOK (RURAL) | 9 | 1 | 0 | 10 | 3 |
| CRANBROOK (MUN.) | 50 | 4 | 0 | 54 | 15 |
| CRESCENT VALLEY | 5 | 0 | 0 | 5 | 1 |
| CRESTON | 19 | 2 | 0 | 21 | 6 |
| ELKFORD | 3 | 0 | 0 | 3 | 1 |
| FERNIE | 17 | 0 | 0 | 17 | 5 |
| FIELD | 1 | 1 | 0 | 2 | 0 |
| FRUITVALE | 5 | 0 | 0 | 5 | 1 |
| GOLDEN | 23 | 1 | 0 | 24 | 7 |
| GRAND FORKS | 21 | 0 | 0 | 21 | 6 |
| INVEREMERE | 16 | 2 | 0 | 18 | 5 |
| KASLO | 6 | 0 | 0 | 6 | 2 |
| KIMBERLEY (RURAL) | 4 | 1 | 0 | 5 | 1 |
| KIMBERLEY (MUN.) | 11 | 0 | 0 | 11 | 3 |
| MIDWAY | 0 | 0 | 0 | 0 | 0 |
| NAKUSP | 12 | 0 | 0 | 12 | 3 |
| NELSON | 8 | 0 | 0 | 8 | 2 |
| NEW DENVER | 2 | 0 | 0 | 2 | 1 |
| RADIUM | 4 | 0 | 0 | 4 | 1 |
| ROSSLAND | 11 | 0 | 0 | 11 | 3 |
| SALMO | 5 | 1 | 0 | 6 | 2 |
| SPARWOOD | 17 | 0 | 0 | 17 | 5 |
| TRAIL (RURAL) | 4 | 0 | 0 | 4 | 1 |
| TRAIL (MUN.) | 57 | 0 | 0 | 57 | 17 |
| TOTAL | 341 | 14 | 0 | 355 | 100 |

## 1984 PRINCE GEORGE SUB-DIVISION HIT & RUN INCIDENTS

| POLICE JURISDICTION | INCIDENT TYPE | | | TOTAL INCIDENTS | % OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| BURNS LAKE | 22 | 0 | 0 | 22 | 2 |
| CHETWYND | 13 | 0 | 0 | 13 | 2 |
| DAWSON CREEK(RURAL) | 7 | 0 | 0 | 7 | 1 |
| DAWSON CREEK (MUN.) | 72 | 2 | 0 | 74 | 8 |
| FORT NELSON | 26 | 0 | 0 | 26 | 3 |
| FORT ST. JAMES | 11 | 0 | 0 | 11 | 1 |
| FORT ST. JOHN(RUR.) | 8 | 0 | 0 | 8 | 1 |
| FORT ST. JOHN(MUN.) | 88 | 3 | 0 | 91 | 10 |
| FRASER LAKE | 4 | 0 | 0 | 4 | 0 |
| HUDSON HOPE | 1 | 0 | 0 | 1 | 0 |
| MACKENZIE (RURAL) | 1 | 0 | 0 | 1 | 0 |
| MACKENZIE (MUN.) | 15 | 0 | 0 | 15 | 2 |
| MCBRIDE | 3 | 0 | 0 | 3 | 0 |
| PRINCE GEORGE(RUR.) | 14 | 2 | 0 | 16 | 2 |
| PRINCE GEORGE(CITY) | 451 | 26 | 0 | 477 | 53 |
| QUESNEL (RURAL) | 15 | 1 | 0 | 16 | 2 |
| QUESNEL (MUN.) | 60 | 1 | 0 | 61 | 7 |
| TUMBLER RIDGE | 23 | 1 | 0 | 24 | 3 |
| VANDERHOOF | 22 | 0 | 0 | 22 | 3 |
| WATSON LAKE/TESLIN | 0 | 0 | 0 | 0 | 0 |
| WELLS | 1 | 0 | 0 | 1 | 0 |
| TOTAL | 975 | 52 | 0 | 893 | 100 |

## 1984 PRINCE RUPERT SUB-DIVISION HIT & RUN INCIDENTS



| POLICE JURISDICTION | INCIDENT TYPE | | | TOTAL INCIDENTS | % OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| BELLA BELLA | 0 | 0 | 0 | 0 | 0 |
| BELLA COOLA | 2 | 1 | 0 | 3 | 1 |
| CASSIAR | 3 | 0 | 0 | 3 | 1 |
| HAZELTON | 9 | 1 | 0 | 10 | 3 |
| HOUSTON | 23 | 0 | 0 | 23 | 7 |
| KITIMAT (RURAL) | 4 | 0 | 0 | 4 | 1 |
| KITIMAT (MUN.) | 31 | 0 | 0 | 31 | 11 |
| MASSETT | 3 | 0 | 0 | 3 | 1 |
| NEW AIYANSH | 1 | 0 | 0 | 1 | 0 |
| PRINCE RUPERT(RUR.) | 5 | 0 | 0 | 5 | 2 |
| PRINCE RUPERT(MUN.) | 90 | 8 | 1 | 99 | 32 |
| Q. CHARLOTTE CITY | 7 | 0 | 0 | 7 | 2 |
| SMITHERS | 36 | 1 | 0 | 37 | 12 |
| STEWART | 6 | 0 | 0 | 6 | 2 |
| TELEGRAPH CREEK | 0 | 0 | 0 | 0 | 0 |
| TERRACE (RURAL) | 11 | 2 | 0 | 13 | 4 |
| TERRACE (MUN.) | 59 | 2 | 0 | 61 | 20 |
| UNKNOWN | 1 | 1 | 0 | 2 | 1 |
| TOTAL | 291 | 16 | 1 | 308 | 100 |

## 1984 LOWER MAINLAND SUB-DIVISION HIT & RUN INCIDENTS



| POLICE JURISDICTION | INCIDENT TYPE | | | TOTAL INCIDENTS | % OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| ABBOTSFORD (RURAL) | 2 | 1 | 0 | 3 | 0 |
| ABBOTSFORD (MUN.) | 82 | 5 | 0 | 87 | 2 |
| AGASSIZ | 28 | 5 | 0 | 33 | 0 |
| BOSTON BAR | 10 | 1 | 0 | 11 | 0 |
| BOWEN IS. (MARINE) | 1 | 0 | 0 | 1 | 0 |
| BURNABY | 1,052 | 82 | 0 | 1,134 | 23 |
| CHILLIWACK (RURAL) | 7 | 0 | 0 | 7 | 0 |
| CHILLIWACK (MUN.) | 172 | 15 | 0 | 187 | 4 |
| COQUITLAM (RURAL) | 13 | 2 | 0 | 15 | 0 |
| COQUITLAM (MUN.) | 258 | 25 | 0 | 283 | 6 |
| GIBSONS | 27 | 4 | 0 | 31 | 0 |
| HOPE | 30 | 2 | 0 | 32 | 0 |
| LANGLEY CITY | 110 | 9 | 0 | 119 | 2 |
| LANGLEY TOWNSHIP | 129 | 19 | 0 | 148 | 3 |
| MAPLE RIDGE (RURAL) | 28 | 2 | 0 | 30 | 0 |
| MAPLE RIDGE (MUN.) | 148 | 13 | 0 | 161 | 3 |
| MISSION (RURAL) | 4 | 0 | 0 | 4 | 0 |
| MISSION (MUN.) | 67 | 4 | 0 | 71 | 1 |
| N. VANCOUVER (CITY) | 272 | 26 | 0 | 298 | 6 |
| N. VANCOUVER (DIST.) | 283 | 20 | 1 | 304 | 6 |
| PEMBERTON | 2 | 0 | 0 | 2 | 0 |
| PORT COQUITLAM | 100 | 16 | 0 | 116 | 2 |
| RICHMOND | 415 | 48 | 1 | 463 | 10 |
| SECHELT | 25 | 3 | 0 | 28 | 6 |
| SQUAMISH (RURAL) | 7 | 0 | 0 | 7 | 0 |
| SQUAMISH (MUN.) | 37 | 1 | 0 | 38 | 1 |
| SURREY | 790 | 118 | 2 | 910 | 19 |
| UNIT A FWY/RTE 99 | 27 | 5 | 0 | 32 | 0 |
| UNIT B FWY/RTE 1 | 48 | 18 | 0 | 66 | 1 |
| UNIT C FWY/CHILWK | 1 | 1 | 0 | 2 | 0 |
| UNIVERSITY | 91 | 3 | 0 | 94 | 2 |
| WHISTLER | 42 | 0 | 0 | 42 | 1 |
| WHITE ROCK | 81 | 4 | 0 | 85 | 2 |
| UNKNOWN | 1 | 1 | 0 | 2 | 0 |
| TOTAL | 4,390 | 453 | 3 | 4846 | 100 |

## 1984 VICTORIA SUB-DIVISION HIT & RUN INCIDENTS

| POLICE JURISDICTION | INCIDENT TYPE | | | TOTAL INCIDENTS | % OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| CHEMAINUS | 17 | 4 | 0 | 21 | 4 |
| COLWOOD | 72 | 13 | 0 | 85 | 15 |
| DUNCAN | 43 | 7 | 1 | 51 | 9 |
| DUNCAN-N.COWICHAN | 14 | 1 | 0 | 15 | 3 |
| GABRIOLA ISLAND | 6 | 0 | 0 | 6 | 1 |
| GANGES | 6 | 0 | 0 | 6 | 1 |
| LADYSMITH | 12 | 2 | 0 | 14 | 2 |
| LAKE COWICHAN | 7 | 2 | 0 | 9 | 2 |
| NANAIMO (RURAL) | 13 | 0 | 0 | 13 | 2 |
| NANAIMO (MUN.) | 252 | 15 | 0 | 267 | 47 |
| PENDER ISLAND | 2 | 0 | 0 | 2 | 0 |
| SHAWNIGAN LAKE | 10 | 0 | 0 | 10 | 2 |
| SIDNEY (RURAL) | 1 | 1 | 0 | 2 | 0 |
| SIDNEY (MUN.) | 43 | 2 | 0 | 45 | 8 |
| SOOKE | 16 | 2 | 0 | 18 | 4 |
| TOTAL | 514 | 49 | 1 | 564 | 100 |

## 1984 COURTENAY SUB-DIVISION HIT & RUN INCIDENTS



| POLICE JURISDICTION | INCIDENT TYPE | | | TOTAL INCIDENTS | % OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| ALERT BAY | 4 | 1 | 0 | 5 | 1 |
| CAMPBELL RIVER(RUR.) | 9 | 2 | 0 | 11 | 2 |
| CAMPBELL RIVER(MUN.) | 98 | 9 | 0 | 107 | 21 |
| COMOX (MUN.) | 21 | 2 | 0 | 23 | 4 |
| COURTENAY (RURAL) | 39 | 4 | 0 | 43 | 8 |
| COURTENAY (MUN.) | 74 | 1 | 0 | 75 | 14 |
| GOLD RIVER | 0 | 0 | 0 | 0 | 0 |
| PARKSVILLE | 32 | 0 | 0 | 32 | 6 |
| PORT ALBERNI (RURAL) | 13 | 1 | 0 | 14 | 3 |
| PORT ALBERNI (MUN.) | 73 | 4 | 0 | 77 | 15 |
| PORT ALICE | 5 | 0 | 0 | 5 | 1 |
| PORT HARDY | 38 | 4 | 0 | 42 | 8 |
| PORT MCNEILL | 13 | 1 | 1 | 15 | 3 |
| POWELL RIVER (RURAL) | 9 | 0 | 0 | 9 | 2 |
| POWELL RIVER (MUN.) | 36 | 1 | 0 | 37 | 7 |
| QUADRA ISLAND | 4 | 0 | 0 | 4 | 1 |
| SAYWARD | 1 | 0 | 0 | 1 | 0 |
| TAHSIS | 5 | 0 | 0 | 5 | 1 |
| TOFINO | 4 | 0 | 0 | 4 | 1 |
| UCLUELET | 10 | 0 | 0 | 10 | 2 |
| TOTAL | 488 | 30 | 1 | 519 | 100 |

## 1984 MUNICIPAL FORCES HIT & RUN INCIDENTS 17.9(a)

| POLICE JURISDICTION | INCIDENT TYPE | | | TOTAL INCIDENTS | % OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| VANCOUVER (CITY) | 4,910 | 273 | 0 | 5,183 | 72 |
| VICTORIA (CITY) | 280 | 60 | 0 | 340 | 5 |
| SAANICH | 210 | 25 | 0 | 235 | 3 |
| CENTRAL SAANICH | 21 | 3 | 0 | 24 | 0 |
| ESQUIMALT | 70 | 5 | 0 | 75 | 1 |
| OAK BAY | 26 | 2 | 0 | 28 | 0 |
| DELTA | 282 | 34 | 0 | 316 | 4 |
| MATSQUI | 168 | 21 | 0 | 189 | 3 |
| NEW WESTMINSTER | 387 | 40 | 0 | 427 | 7 |
| WEST VANCOUVER | 206 | 12 | 0 | 218 | 3 |
| NELSON | 33 | 5 | 0 | 38 | 1 |
| PORT MOODY | 76 | 8 | 0 | 84 | 1 |
| TOTAL | 6,669 | 488 | 0 | 7,157 | 100 |

## 1984 OTHER POLICE FORCES HIT & RUN INCIDENTS

17.9(b)

| POLICE JURISDICTION | INCIDENT TYPE | | | TOTAL INCIDENTS | % OF TOTAL |
|---|---|---|---|---|---|
| | PROPERTY DAMAGE | INJURY | FATAL | | |
| NAT'L HARBOURS BRD | 5 | 1 | 0 | 6 | 40 |
| MILITARY POLICE | 9 | 0 | 0 | 9 | 60 |
| TOTAL | 14 | 1 | 0 | 15 | 100 |